Martell's Brandies

are known and asked for all over the World.

Sole Agents,
H. Price & Co.,
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The China Mail.

ESTABLISHED 1845.

D. C. L. Old Tom Gin.

The most reliable Gin on this market.

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No. 12,821. 英一千九百四零年五月二號 HONGKONG, MONDAY, MAY 2, 1904. 甲辰年三月廿七日 PRICE, $3.00 Per Month.

TO SMOKERS.

DUTCH CIGARS.
HAVANA CIGARS

LA INDUSTRIAS,.....$6 per Box of 100.
PREDELECTAS, ...$15 per Box of 100.
Packed in Boxes of 50, $7.50.
ANDALUZAS, ...$30 per Box of 100.
Packed in Boxes of 25, $7.50.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, April 4, 1904. 2547

Intimations.

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed AGENTS for the above are prepared to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 2, 1904. 807

LOST

A SCOTCH TERRIER DOG, somewhere in Central Part of Town. Answers to the name of 'TWOPENCE.' Finder will be Rewarded on bringing same on to the *Chelsea* Training Ship GENERAL BAQUEDANO.

Hongkong, April 30, 1904. 826

REMOVAL NOTICE

NORTH CHINA INSURANCE CO., LD.

THE OFFICE of the above Company has This Day been REMOVED to ALEXANDRA BUILDINGS, SECOND FLOOR, Des Voeux Road.

H. G. SIMMS,
Acting Agent.

Hongkong, April 30, 1904 825

NOTICE.

THE Undersigned will, from and after the 1st May, 1904, and at all times thereafter in all matters and to all Deeds, Instruments, and Writings, and for all purposes whatsoever use and sign the surname of LEE-JONES, instead of that of JONES as heretofore.

JOHN WILLIAM JONES.

Supreme Court,
Hongkong, April 30, 1904. 827

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY Per Cent, being TWELVE DOLLARS Per Share, on the paid-up Capital of the above Association, has been declared, payable in Taels at Exchange 73, at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after THIS DATE to SHAREHOLDERS of record on the 11th APRIL, 1904.

By Order of the Board of Directors,
W. S. JACKSON,
Secretary.

Shanghai, April 22, 1904. 808

REMOVAL.

THE OFFICE of the Undersigned has This Day been REMOVED to ALEXANDRA BUILDINGS, 2ND FLOOR.

HOLLAND-CHINA TRADING CO.

Hongkong, April 27, 1904. 802

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from LANE, CRAWFORD & Co., Queen's Road Central.

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MACHINERY FOR SALE:—

COMBINED SINGLE-ENDED PUNCHING AND SHEARING MACHINES, GRIFFIN METAL BAND SAW MACHINE.

OIL ENGINE, 2½ H.P. WITH MARINE ATTACHMENT COMPLETE.

GAS ENGINE 2 N.H.P. (SECOND-HAND) BY CROSSLEY BROS., MANCHESTER.

ALSO

2 DIVING SUITS.

FURTHER PARTICULARS FROM

W. S. BAILEY & Co.,
20, Connaught Road.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

S.S. HONAM, 2,363 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain W. A. Valentine.
S.S. HANKOW, 3,073 tons, Captain B. Branch.
S.S. KINSHAN, 2,860 tons, Captain J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), and 9 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m. and 5.30 p.m. (Sunday excepted).

These Steamers carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

S.S. HEUNGSHAN, 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.

Departures on Sundays at 12.30 p.m.

Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.

S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

S.S. SAINAM, 588 tons, Captain J. Willox.
S.S. NANNING, 569 tons, Captain G. Burchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:—

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18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE.

Agents. CHINA NAVIGATION CO., LTD.

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,
Proprietor and Manager.

Hongkong, January 20, 1904. 135

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Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1898, 1900 & 1901.

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CALCUTTA.

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Sole Agents,
HONGKONG.

Cable Address 'LOXLEY,' Hongkong.
Hongkong, July 22, 1903. 1519

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28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GIRDERS and TEES, CORRUGATED IRON, PIG IRON, &c.,

Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900. 1227

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER,
Proprietor.

Hongkong, March 10, 1904. 482

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DR WILLIAM DANEL.,
DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

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(First Floor, WATKINS' BUILDING).

Hongkong, February 18, 1904 2206

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By G. TAYLOR, I. M. Customs.

With Woodcuts

[Reprinted from the *China Review.*]

One of the Best Sketches of Formosa Life yet written.

Price ... ... $1.00.

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(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos 'Dagger,' 'Demon,' and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses. Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

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Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

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Hongkong.

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NEW STOCK
OF
Summer Underwear.

SHIRTS, COLLARS, TIES,
STRAW HATS, PITH HELMETS,
RAINCOATS and WATERPROOFS.

LANE, CRAWFORD & Co.

Hongkong, April 25, 1904.

MAC LAREN'S
CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903. 983

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEAconsfield ARCADE.

Hongkong, September 22, 1903. 1758

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
ENLARGEMENTS A SPECIAL FEATURE.
BRANCH - - HONGKONG HOTEL CORRIDOR.

1587

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Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
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NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
AND
DIAMOND JEWELLERY.
Splendid Collection of the Latest LONDON PATTERNS. *Very moderate prices.* 472

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House,
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

JUST LANDED.

PURE CEYLON TEAS.

I Guarantee this Tea to be absolutely PURE and the BEST that can be obtained at the Price.

QUALITY WILL SPEAK FOR ITSELF.
SPECIAL QUOTATION FOR QUANTITIES.
PRICE, 85 Cents Per lb.

H. RUTTONJEE,
No. 5, L'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, April 27, 1904. 797

KING EDWARD HOTEL

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For terms, &c., apply to the
MANAGER.

Hongkong June 10, 1903. 1237

NO. 9, PEDDER'S HILL as ANNEX to the HOTEL AMERICA, now most elegantly FURNISHED ROOMS, with or without Board. Monthly Boarders accepted.

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Hongkong, April 19, 1904. 741

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ONE or TWO GENTLEMEN in Kowloon. Moderate Terms.

Apply 'R. M.,'
Care of 'CHINA MAIL' Office.

Hongkong, April 29, 1904. 818

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m...Every 10 minutes.
8.00 a.m. to 8.30 a.m...Every 15 minutes.
8.30 a.m. to 9.30 a.m...Every 10 minutes.
9.30 a.m. to 11.00 a.m...Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes.
12.45 p.m. to 1.15 p.m...Every 10 minutes.
1.15 p.m. to 1.45 p.m...Every 15 minutes.
1.45 p.m. to 2.15 p.m...Every 10 minutes.
2.15 p.m. to 3.00 p.m...Every 15 minutes.
3.30 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 7.00 p.m...Every 10 minutes.
7.00 p.m. to 8.00 p.m...Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

9.00 a.m. to 9.00 a.m...Every 15 minutes.
9.00 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes.
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, January 14, 1904. 1061

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A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price .....Fifty Cents.

To be had at the 'China Mail' Office 5 Wyndham Street

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Portland Cement.

In casks of 375 lbs net, $4.75 per cask, ex Factory
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Glazed Stoneware, Drain Pipes and Fittings, Glazed Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

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LONDON
(Wine Shippers to China since 1815),

Have always Stocks of their well-known Brands, with

Hongkong, 15th July, 1901. SIEMSSEN & CO. 1461

CHAMPAGNES

FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN

THE
HONGKONG HOTEL.

REPLETE WITH EVERY LUXURY.
ELECTRIC LIGHT AND FANS.
LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLARD ROOMS.
EUROPEAN CHEF.

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CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

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VICTORIA DISPENSARY,
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SIMPLE AERATED WATER. SODA WATER.
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N. INUZUKA, *Manager.* Hongkong

Hongkong, April 28, 1903 1115

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A. S. WATSON & Co., Ltd., *Sole Agents for* HONGKONG, CHINA AND MANILA.

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THE PERFECTION OF NATURE AND ART.

Manufactured by a special process, securing high concentration of the nutritive, stimulating and refreshing properties of the finest Cocoa Beans,

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PURE SOLUBLE

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THE MOST ECONOMICAL IN USE.

Intimations.

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(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

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Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

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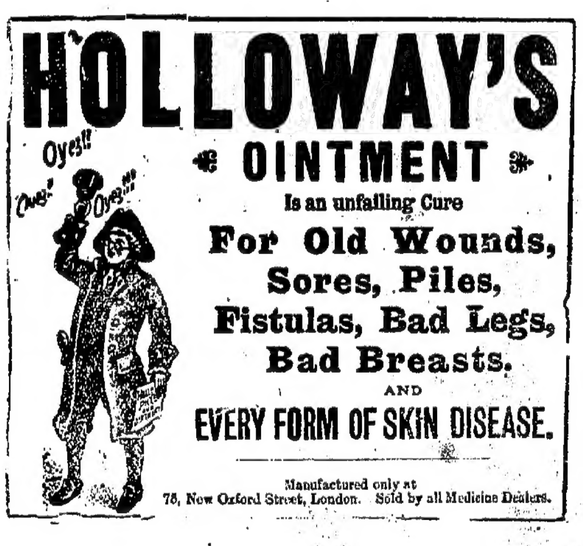
TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904. 777



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Guaranteed Full Cream.

Largest Sale in the World.

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Intimations.

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CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY,

LIMITED.

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Payable Quarterly in Advance.

EXCHANGE LINES:
$25 per Quarter.

No Charge for Initial Installation.

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For a small additional annual charge Desk Sets can be supplied.

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BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, SWITCHES, TELEPHONES, WIRE, etc., etc.

Send for Price Lists.

ELECTRIC BELL INSTALLATIONS.

Estimates given for all kinds of Electrical Work.

ADDRESS:—2 ICE HOUSE ROAD

W. Stuart Harrison,
A.M.I.C.E.,
Manager.

Hongkong, April 13, 1904. 140

To Let.

TO LET.

IN Kowloon, One 12-ROOM HOUSE, Whole or Part; Rent Moderate.
Apply to
DOOLITTLE & POLLOCK, 1 & 3, Wellington Street.
Hongkong, April 29, 1904. 697

TO LET—AT KOWLOON.

NO. 6, LYEEMOON VILLAS. From 1st May, 1904.
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Hongkong, April 29, 1904. 817

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THREE FIRST-CLASS SHOPS, European Style in Kowloon.
Possession on or about 31st August, 1905. Moderate Rentals.
Apply to
HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, March 28, 1904. 608

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A HOUSE in KNUTSFORD TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, April 26, 1904. 786

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Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 3rd May, 1904, commencing at 2.45 p.m., at No. 11, KNUTSFORD TERRACE, Kowloon,—

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TERMS:—Cash on delivery.
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GEO. P. LAMMERT, *Auctioneer.*
Hongkong, April 28, 1904. 814

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY,

the 9th May, 1904, at 11 A.M., at the KOWLOON GODOWNS (No. 20),—
500 CASES KUPPER BEER (QUARTS),
Slightly Damaged by Water).
TERMS:—Cash on delivery.
GEO. P. LAMMERT, *Auctioneer.*
Hongkong, April 25, 1904. 784

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Hongkong, February 18, 1904. 313

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THE RUSSO-JAPANESE WAR.

'The Varyag.'

In connection with the raising of the *Varyag* it is stated that to facilitate them in their work the Japanese desired to purchase a copy of the ship's plans from the Philadelphia yard where she was built. The price asked, $6,000 gold, was, however, considered too high and the work continued without it. A little later the ship's own plans, which were supposed to have been lost, were recovered from the wreck.

A Spectator's Curious Story.

An Italian who was a spectator of a part of the attack on the Russian fleet at Port Arthur has arrived here, says the *Shanghai Mercury*. He states that the Japanese ships were to all appearance remarkably quiet and steady. He had no idea that any extraordinary effort was being made on either side, or that anything sensational was happening, and it was not till he reached Chefoo and heard the news of Admiral Makaroff's death and the sinking of the *Petropavlovsk* that he knew the significance of what he he had seen.

He did not see the *Petropavlovsk* go down and did not know of it, though he knew the Russians had sustained a reverse. What chiefly impressed him was the calm manner in which the Japanese ships moved up to their stations, fired a few shots and retired again, as though practising at a target. He does not think the Japanese themselves knew how much injury they had done.

Makaroff's Death and Japan.

As we (the *Kobe Chronicle*) have consistently deprecated the demonstrations which have been made in Japan on some previous occasions when victories have been reported, it is only just that we should call attention to the admirable behaviour of the Japanese nation in face of the disaster which has befallen the Russian forces by the drowning of Admiral Makaroff in the destruction of the *Petropavlovsk*—an event which there seems no longer any reason to doubt was due to the explosion of a Japanese submarine mine. When it is considered that the destruction of the Russian flag-ship is an even more conspicuous success than the torpedoing of the Russian vessels in the first attack on Port Arthur, in that no excuse could be made that the Russians were taken unawares, the restraint shown by the Japanese in refraining from exultation deserves to be placed on record. Moreover, the chivalry displayed has not only been passive but active. At Port Arthur by order of Admiral Togo the Japanese fleet hoisted its flag half-mast as a mark of respect for the loss of a gallant foe. In Tokyo, Count Okuma, speaking at a dinner held just after the news had arrived, paid a generous tribute to the memory of the dead man. And the principal newspapers unite in similarly expressing regret that the fortune of war should have resulted in the death of the enemy's naval commander-in-chief. Here in Kobe, where there have been many lantern processions on previous occasions, there has only been one to celebrate the last great victory at Port Arthur, and that seems to have been a little advertisement scheme on the part of a local tailor. There can therefore be little doubt that the feelings of regret expressed so universally at the death of this Russian officer are genuine and sincere, and we put the incident on record as forming an indirect reply to not a little criticism of Japanese characteristic and prophecy regarding the Japanese in which certain writers in Europe indulged when the war began.

'Master Coolie.'

Speaking in the House of Commons on the 24th ult., Dr Hutchinson referred to the immigration of coolies into South Africa. He said he had some small claim to speak on this subject, because he was, perhaps, the only member of the House who had medical charge of Chinese coolies. At one time in his wild career (laughter) he had medical charge of a large steamship, and they took on board at Penang a lot of Chinese coolies for Hongkong. Having been brought into personal contact with Chinamen, he had nothing but good to say of them. He wished, however, to contradict a statement that had been made in regard to the strength of the lungs of those coolies (laughter). It was said that the lungs of the coolies of India and China were made of a harder material than those of Europeans. The Chinese had no resistive power, and how could they, seeing that they lived on rice and water, with a little opium. It appeared as if this outbreak of plague in Johannesburg was an interposition of Providence to prevent the Government's hurrying through this Chinese Labour Question. There should be medical examination of each Chinese labourer at the point of embarkation, and also on his arrival in South Africa, and the sanitary conditions of the compounds should be carefully watched, lest the plague, which was quickly caught by Asiatics, should spread to the white population (hear, hear).

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'THE FRONT' AT CHEFOO.

A Truthful Correspondent.

The Special War Correspondent of the *Shanghai Mercury* wrote on the 14th inst.:—

Notwithstanding our close proximity to the seat of war our news of military events is meagre indeed, so close is the censorship on both sides especially on that of the Japanese. Now that the shipping at Newchwang has been stopped, and the Pilot boats and leading marks for the bar removed, our sources of information—the Captains and officers of the coasting steamers—are eliminated, and we must needs rest contented with the official reports of the Consuls, an unsatisfactory state of affairs for the energetic War Correspondent! And as the war progresses I do not believe a better state of things will exist. Strict censorship appears to be the order of the Military Commandants, nor do I blame them. The British Army in Natal suffered from the leakage of general orders which were quickly cabled home, and as quickly sent back to the Boer Generals by their agents in Europe through Portuguese territory.

By a sort of rule of thumb calculation, we believe that the Japanese Army in Korea is strong enough to advance on the Yalu now? But will they do so? It may be that the Commander-in-Chief is waiting for concentrations in other places until the completion of which he will not advance the Pingyang army corps to what must be the scene of a severe struggle—the passage of the lower Yalu.

That the Japanese will attempt to land their forces at Newchwang I consider highly improbable, that is as long as the Russians defend that place. Being unable, owing to the paucity of water, to cover such a landing by the guns of their fleet the undertaking would be hazardous in the extreme.

CHEFOO'S SPRING CLEANING.

Chefoo is undergoing a spring cleaning, and putting on her best bib and tucker, in view of the usual influx of summer visitors, which it is anticipated will hardly be restricted this year owing to the war. Indeed owing to its central position, it is possible that we shall have more visitors than usual on this very account. Certainly to-day we get as much news at the port (meagre though it is) as is obtainable at any other place in China, and as a consequence the community is augmented by War Correspondents and others. Our Hotels are preparing to receive visitors. The Beach has added to its promises by annexing the next door property which has been converted into a fine billiard room and bar. The Sea View Hotel, which is now under the sole management of Mr C. A. Greener, is undergoing extensive alterations. On the side facing the road a new wing is being constructed and will soon be completed. This will give four additional bed-rooms, as well as sitting rooms, reading rooms, etc., making the total number 55. Painting and papering goes on apace, while the large dining room is being renovated. The Tennis Court is to be got under weigh as soon as the lumber used at present by the builders, has been consumed. The boats are being got ready for the use of visitors of an aquatic turn of mind, and lastly the Cook—an artist in his way—stands by in pleasurable anticipation of giving all his rivals three furlongs in a mile and a beating!

CHINESE NAVAL SCHOOL.

As I write the German Admiral whose flag is on the *Furst Bismarck* has just come into port accompanied by torpedo boat S 90, and is exchanging salutes with Admiral Sah, whose flag is on the *Hai-Chi*. Two Austrian cruisers are also in port.

Apropos of Admiral Sah, I may mention that he has established the long projected Gunnery and Naval School at the East Fort. This establishment has started well and the Cadets, and budding Jack Tars have the advantage of being under the tuition of Commander Sheh, Lieutenant I.C.N. for navigation and seamanship, while the gunnery department is under the expert control of Mr Bassett (late Royal Navy) I.C.N., who has been detached, together with the Chinese officers from I.C.N.S. *Hai Chi* for this purpose. The youths who come from various provinces are first of all grounded in the English language together with the usual course digested by our own Cadets. The buildings appropriated for this School are kept in apple-pie order, and a visit to the establishment will well repay the walk along the beach to the Fort.

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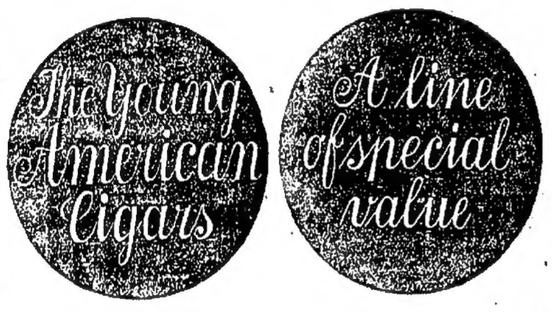

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His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1760	—	3700	Comdr. O. de B. Brock	Hongkong
†Albion	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Mirs Bay
Algerine	sloop	1050	6	1400	Commander R. Nugent	Hongkong
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Mirs Bay
Andromeda	cruiser, 1st class	11,000	—	—	Capt. Nelson Ommany	Hongkong
Blenheim	cruiser, 1st class	9000	12	13,000	Captain F. C. Stopford	Singapore
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Com. F. M. Lemoke	Hongkong
Britomart	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Shanghai
Centurion	battleship, 1st class	10,100	14	13,000	Captain Fegan	Mirs Bay
Cressy	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Eclipse	cruiser, 2nd class	5600	11	9600	Captain Robert H. S. Stokes	Weihaiwei
Espiègle	sloop	1070	10	1400	Comdr. Ernest Barton	Hongkong
Fame	torpedo boat destroyer	360	6	5700	—	Hongkong
Fearless	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lawes, D.S.O.	Chemulpo
*Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Mirs Bay
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Com. H. L. Well	Weihaiwei
Hart	torpedo boat destroyer	275	6	4000	—	Shanghai
Humber	storeship	1640	—	800	Comdr. J. D. Daintree	Hongkong
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. C. Asser	Weihaiwei
Kinshu	river gunboat	—	4	—	Lt.-Comdr. G. B. Powell	Yangtsze
Leviathan	cruiser, 1st class	14,100	—	31,592	Hon. N. G. Stopford	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Comdr. G. G. Webster	Mucff
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Groet, R.N.	Mirs Bay
Otter	torpedo boat destroyer	350	6	6300	Lt.-Com. G. G. Codrington	Weihaiwei
Phœnix	sloop	1015	6	1400	Commander W. H. Nicholson	Shanghai
Rambler	surveying-vessel	835	6	650	Captain Morris H. Smyth	Hongkong
Rinaldo	sloop	980	10	1400	Com. D. St. A. Wake	Sandakan
Robin	river gunboat	85	2	240	Lt.-Com. John P. Irven	Canton
Rosario	sloop	950	6	1400	Comdr. T. Jackson	Shanghai
Sandpiper	river gunboat	85	2	240	—	West River
Sirius	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Mirs Bay
Snipe	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtsze
Sparrowhawk	torpedo boat destroyer	355	6	6300	—	Hongkong
Taku	torpedo boat destroyer	250	6	6500	Fleet Reserve	Hongkong
Talbot	cruiser, 2nd class	5600	11	9600	Captain Lewis Bayly	Singapore
Tamar	receiving ship	4650	6	—	Commodore Di ken	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. E. V. Dugmore	Yangtsze
Thetis	cruiser, 2nd class	3400	8	9000	Capt. J. A. C. Wilkinson	Shanghai
Tweed	coast defence gunboat	863	3	200	Lieut. Forbes	Hankow
Vengeance	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart C.M.G.	Hongkong
Vestal	sloop	980	10	1400	Comdr. S. St. John Fanquhar	Singapore
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. A. B. Barker	Hongkong
Waterwitch	surveying ship	820	—	450	Lt.-Comdr. Ernest C. Hardy	On a cruise
Whiting	torpedo boat destroyer	360	6	5900	In Reserve	Hongkong
Woodcock	river gunboat	150	2	500	Lieut.-Com. Hugh Somerville	Hankow
Woodlark	river gunboat	150	2	500	Lieut.-Com. Wason	Yangtsze

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grinzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirte	Chefoo
Acheron	French armoured gunboat	1796	7	—	Comdr. Laferriere	Saigon
Alouette	French gunboat	300	—	—	Lieut. A. Varnoy	Saigon
Argus	French gunboat	—	—	—	Lieut. Crespin	Canton
Aspic	French gunboat	475	3	450	Lieut. Journel	Saigon
Avalanche	French gunboat	—	—	—	—	Kanburi
Bengali	French gunboat	580	—	—	—	Saigon
Bugeaud	French cruiser	3740	29	9000	Capt. Lefèvre	Shanghai
Casse-tete	French gunboat	—	—	—	—	Haiphong
*Chateaurenault	French cruiser	8018	18	—	Captain V. Poidloue	Chemulpo
Comete	French gunboat	525	—	—	Commander Louel	Haiphong
Decidée	French gunboat	690	—	—	Commander Guthsell	Saigon
Etoe	French gunboat	—	—	—	—	Haiphong
Gueydon	French cruiser	—	—	—	—	—
Henri Riviere	French gunboat	—	—	—	—	On piong
Kersain	French gunboat	1250	6	2200	Commander Le Golleur	Chemulpo
†Montcalm	French cruiser	9700	12	19,600	Captain Cros	Hongay
Olry	French gunboat	—	—	—	Capt. Hourst	Shanghai
Pascal	French cruiser	4015	27	8500	Comdr. Sennes	Saigon
Redoubtable	French cruiser	9437	8	6071	—	Saigon
Styx	French cruiser	1796	10	—	Capt. Vincent	Saigon
Sully	French cruiser	—	—	—	—	Hongay
Surprise	French gunboat	629	3	900	—	Saigon
Takiang	French gunboat	—	—	—	—	Yangtsze
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	Lieut. Carol	Canton
Bussard	German cruiser	1857	15	2900	Comdr. How	Hongkong
Fürst Bismarck	German flagship	11,000	36	14,000	Captain Prosse	Kiautschou
Geier	German cruiser	1776	15	2960	Comdr. von Sutdnitz	Shanghai
Hansa	German cruiser	6000	34	10,000	Capt. Schroeder	Hongkong
Hertha	German cruiser	6000	37	10,000	Capt. Baron Schimmelmann	Kiautschou
Iltis	German gunboat	1000	10	1300	Capt. Baron M. Hullessem	Shanghai
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrandt	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Kroencke	Kiautschou
Möwe	German gunboat	1529	—	—	Comdr. Fasper	Hongkong
Seeadler	German cruiser	1640	15	2800	Comdr. Pontius	Shanghai
Tiger	German gunboat	900	10	1300	Comdr. Deimling	Tsingtau
Vorwaerts	German gunboat	—	—	—	Lieut.-Comdr. von Weise	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Borea	Chemulpo
Marco Polo	Italian cruiser	3600	—	—	Captain Presbitero	Amoy
Piemonte	Italian cruiser	2427	34	12,000	Captain Ducarne	—
Vesuvio	Italian cruiser	4500	24	8820	Captain Zezi	—
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cali	Amoy
Adamastor	Portuguese cruiser	1030	14	4000	Captain d'Antas Ribeiro	Hongkong
Diu	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Hongkong
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Macao
Alcout	Russian gunboat	810	8	730	Comdr. Guinter	Vladivostock
Amaur	Russian cruiser	2600	5	4700	Comdr. Gramatchickoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reitzenschtein	Port Arthur
Bayan	Russian cruiser	7800	10	16,500	—	Port Arthur
Bayarin	Russian cruiser	3200	6	—	—	Sunk
Bobre	Russian gunboat	1050	8	1150	Comdr. Erjeckovitch	—
Bogatyr	Russian cruiser	6640	12	—	—	Port Arthur
Diana	Russian cruiser	6731	6	—	—	Port Arthur
Djighilt	Russian gunboat	1456	3	1700	Capt. Nasarowsky	Port Arthur
Gaidamak	Russian gunboat	500	8	3500	Comdr. Yourieff	Port Arthur
Jremiastchy	Russian gunboat	1490	6	2000	Comdr. Zagarausky	—
Gromoboi	Russian cruiser	12,364	44	14,500	Captain Jessen	Vladivostock
Guiliak	Russian gunboat	1000	6	1000	Comdr. Shumoff	—
Koreetz	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Sunk
Mandjour	Russian gunboat	1224	7	1400	Commander Crown	Shanghai
Navarin	Russian battleship	10,206	12	9000	—	Port Arthur
Novik	Russian cruiser	3000	6	17,000	—	Port Arthur
Otvajny	Russian gunboat	1490	6	2000	Comdr. Vasilieff	Port Arthur
Pallada	Russian cruiser	6731	12	—	—	Ashore (?)
Perosviet	Russian battleship	12,674	15	14,500	Captain Koroleff	—
Petropavlovsk	Russian battleship	10,960	16	10,600	Captain Jakovloff	Sunk
Pobeda	Russian battleship	12,674	15	14,500	Capt. Zatzarcieng	Damaged
Poltava	Russian battleship	10,960	16	10,600	Captain Oseroff	Port Arthur
Rasboynica	Russian cruiser	1334	10	1786	Comdr. Liven	Port Arthur
Retwizan	Russian battleship	12,902	16	16,000	—	Ashore (?)
Rossia	Russian protected cruiser	12,200	68	17,000	Captain Sepelrennipoff	Vladivostock
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matusovich	Vladivostock
Sevastopol	Russian battleship	10,960	16	10,600	Captain Serebrennikoff	Port Arthur
Silatch	Russian gunboat	950	2	1125	Lieut.-Comdr. Ivanoff	Port Arthur
Sivoutch	Russian gunboat	1050	8	1120	Comdr. Gintor	Newchwang
Tsarevitch	Russian battleship	12,900	36	16,300	—	Ashore (?)
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Sunk
Vsadnik	Russian gunboat	500	9	3300	Comdr. Zagorlansky-Klessl	Port Arthur
Zabiyaka	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U.S. cruiser	3500	—	—	Capt. Dyer	Caribe
Annapolis	U.S. gunboat	1000	6	1227	Capt. Rohrer	Shanghai
Buffalo	U.S. cruiser	4098	14	3600	—	—
Callao	U.S. cruiser	235	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U.S. gunboat	3213	—	—	Capt. H. E. Mason	Shanghai
Elcano	U.S. gunboat	540	—	—	Lt.-Comdr. J. Hood	Shanghai
Helena	U.S. gunboat	1392	8	1988	Comdr. Staunton	Shanghai
Monadnock	U.S. monitor	3990	6	3000	Captain Mahan	Shanghai
Monterey	U.S. monitor	4094	4	5244	Comdr. W. H. Beehler	Hongkong
New Orleans	U.S. cruiser	3437	20	—	Commander Sperry	Manila
Oregon	U.S. cruiser	10,288	45	—	Captain Burwell	Kobe
Rainbow	U.S. cruiser	4000	—	—	Capt. J. B. Collins	Manila
Raleigh	U.S. cruiser	3213	—	—	Captain Nasaro	Shanghai
San Francisco	U.S. cruiser	4098	27	9913	Captain Very	Manila
Vicksburg	U.S. cruiser	1000	13	1118	Commander Marshall	Shanghai
Villalobos	U.S. gunboat	400	—	—	Lieut. L. C. Bertolette	Shanghai
Wilmington	U.S. gunboat	1397	8	1894	Commander U. R. Harris	Shanghai

Flagship of Rear-Admiral R. D. Evans.
There is also a Philippines U.S. Squadron, Commanded by Rear-Admiral P. H. Coopes

* Flagship of Rear-Admiral Poidloue.
† Flagship of Vice-Admiral Cros.

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MEMOS. FOR TO-MORROW.

Auction.

2.45 p.m.—Auction of Household Furniture, at No. 11, Knutsford Terrace, Kowloon.

Amusements.

9 p.m.—Orchestral Concert in the City Hall.

Miscellaneous.

Goods per *Bayern* undelivered after this date subject to rent.
Goods per *Bennaho* undelivered after this date subject to rent.

General Memoranda.

THURSDAY, May 5:—
Goods per *Aragonia* undelivered after this date subject to rent.

MONDAY, May 9:—
11 a.m.—Auction of 500 Cases Kupper Beer (Quarts), at Kowloon Godowns No. 20.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,
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A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY,
March 19, 1904.

DEATH.

On the 27th April, at the General Hospital, Shanghai, WILLIAM FRANCIS STEVENSON, of Sydney, N.S.W., late of I.M. Customs, Shanghai; aged 60 years.

Mrs T. and Mrs H. GIDLEY and family beg to tender their heartfelt thanks to all kind friends who so generously offered their services and sympathies in their late bereavement.

☞ *The publication of this issue commenced at 5.40 p.m*

The China Mail.

HONGKONG, MONDAY, MAY 2, 1904.

EDITORIAL COMMENT.

BANZAI, NIPPON!

Again it is our pleasant duty to chronicle a Japanese success, and as it is the first substantial success of the land forces of our brave little ally against her formidable and implacable foe the news will be welcomed the more heartily by all who wish that success shall ultimately crown the efforts of the Japanese army in Manchuria. It is too early yet to form a correct estimate of the forces engaged, or the full extent of the Japanese victory; but it is significant that in the first real trial of strength between the opposing armies victory should rest with the Japanese. The crossing of the Yalu has strengthened the strategical position of the Japanese, to whose army the possession of the estuary of the river will be a valuable factor. Moving slowly and circumspectly, the Japanese Commander-in-Chief has waited till he was strong enough to insure an initial success, which will have the effect of inspiring his men with confidence whilst helping to demoralise the enemy. The Russians ought to be convinced by this time that the Japanese are not to be despised as a foe. They have a well-equipped army, are hardy and mobile, and they possess a patriotism and heroic fearlessness of death that will carry them where the dull-witted *moujik* conscript, without a heart for the conflict in which he is engaged, will not dare to venture. We may take it that the battle of the Yalu presages the advance upon and investment of Port Arthur, but beyond locating the whereabouts of a large Japanese army the details we publish in this issue do not reveal anything of the Japanese general plan of campaign.

LOCAL AND GENERAL.

The Russian Commanders.

It is reported that the officers commanding the land forces of Russia are Lieutenant-General Saharow at Yingkow (Newchwang), Lieutenant-General Stoessel at Port Arthur, Lieutenant-General Linevitch at Liaoyang and Lieutenant-General Sumilnow at Fenghwanteng.

Korean Envoy in Japan.

Mr Li Shiyong, Special Envoy from the Empress of Korea to the Imperial Court of Japan, and suite, arrived at Shimonoseki on April 18 from Chemulpo on the Japanese steamer *Kushiro-maru*, and were cordially received by the officials despatched for that purpose by H.M. the Emperor of Japan. The party left there for Tokyo on April 26 by train.

Funeral of a Detective.

On Saturday afternoon the funeral of the late Inspector T. H. Gidley, Detective Force, took place. Leaving the Government Civil Hospital at about 3.30, the coffin was carried by eight Police Inspectors to the hearse. Members of the police and detective forces were assembled at No. 5 Police Station, and formed into line when the hearse came up. The cortege slowly wound down Queen's Road, being augmented by various squads until Happy Valley cemetery was reached. Here a large crowd had collected to render last honours to their late friend and confrere. The Rev. C. H. Hickling conducted the burial Service, after which six of the deceased's brother officers filled in the sods. Among those who attended the funeral were: Messrs F. J. Badeley (Capt. Superintendent of Police), E. R. Hallifax (Deputy Superintendent of Police), P. P. J. Wodehouse (Assistant Superintendent of Police), Chief Inspector H. G. Baker, Chief Detective Inspector W. J. Hanson, and other members of the Police and Detective Force, as well as a number of brethren of St. John's Lodge, and personal friends of the deceased.

What is a Cough?

A SPASMODIC effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to the irritation. Unless care is taken, the cold may result in pneumonia, which is swift and deadly. If the cold is a lingering one, the more leisurely but equally fatal consumption may set in. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures, and cures quickly. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

The Hongkong cargo ex Barber line s.s. *Richmond Castle* from New York, will be transhipped to the s.s. *Yuen Sang* at Manila.

The Takarada Kerosene Oil Co. pays an interim dividend for the past half-year at the rate of 20 per cent, the net profit being yen 49,000.

No Mediation.

A Berlin telegram says:—The whole Russian Press are rejecting in the harshest way the ballon d'essai of the English Press in regard to mediation in East Asia.

The 'Hajtien.'

The captain of the *Loongmoon* reports that on passing Elliot Island he saw a Chinese cruiser on shore. The after part of the vessel was submerged to amidships, while the forepart was high out of the water, at an angle of about 30 degrees.

The War Correspondents.

The *Nagasaki Press* learns from 'a reliable private source' that 'on the representation of neutral governments, the Russian Government has withdrawn its threat to treat war correspondents on the high seas as spies.'

Useful Work.

It is reported from Shanghai that the Japanese warship *Yashima* did a useful piece of work for the Japanese, when it discovered and blew up three floating torpedoes, which had apparently originally been laid by the Russians outside Port Arthur but went adrift.

Land Sale.

At the Public Works Department this afternoon Inland Lot 1715, Star Street, 74 ft. × 85 ft. × 49.6 ft. × 50.6 ft., total area 3935 square feet, was put up for sale. The annual Crown rent was $54 and the upset price was fixed at $2361. There was no opposition to the bidder and the lot fell for $2381.

Small-Pox at Nagasaki.

The cases of small-pox reported at Nagasaki up to April 20 numbered 256, including 22 recoveries and 42 deaths. There are at present 192 cases under medical treatment at the Takenokubo isolation hospital and the improvised hospitals at Ourn. It is said that the number of fresh cases reported daily is steadily decreasing.

Dowager Empress on 'the Bust.'

It is reported from Peking (says the *N.-C. Daily News*) that the Empress Dowager is so much pleased with the bronze statue of herself, which arrived at Shanghai on the 25th April en route for exhibition at the St. Louis Exposition, that her Majesty intends to have a duplicate made and erected in the Panyiieh Hall, at Eho Park Palace.

Golf

In the Golf Championship of the Colony, now being played on the Happy Valley links, T. S. Forrest beat E. J. Griet, and C. W. May defeated C. M. G. Burnie. It will be some time before the semi-final and final in this tournament is reached. The annual Captain's Cup competition is nearing completion, Dr Drew is one of the finalists, and will play the winner of the semi-final, J. E. Lee *v.* T. C. Gray.

Korean Railways.

The Seoul-Fusan Railway, which was originally intended to be completed by the end of this year, has now been arranged to be so not later than the end of October next, by order from the Tokyo Government. If work does not progress satisfactorily in any section, the company is to have a temporary line in such section, so that the whole line of the railway may be opened to traffic simultaneously with the completion of another Japanese railway between Seoul and Wiju, early in November next, thus placing Wiju in direct railway communication with Fusan.

HONGKONG VOLUNTEER CORPS.

Shooting Competition.

The following are the scores of the first and second teams in the competition at Taihang Range for the shield presented by Sir Henry Blake, G.C.M.G.:—

LEFT HALF, NO. 1 COMPANY.

Names.	200	400	500	Total.
Gunner Penning	26	33	30	89
Sergeant Ormsby	27	34	23	84
Gunner Strike	27	28	27	82
Bombardier Hedge	30	24	25	79
Sergeant Penning	24	26	24	75
Gunner Rogers	27	25	18	70
Gunner Stewart	17	25	27	69
Bombardier Cameron	21	25	19	65
Total	199	220	193	612

LEFT HALF, NO. 2 COMPANY.

Names.	200	400	500	Total.
Sergeant Andrew	27	32	25	84
Gunner Crosbie	26	29	22	77
" Watson	27	22	25	74
Lieut. Scott	17	30	24	71
Sergeant Gloyn	19	24	19	62
" Terrill	27	22	13	62
Co. Sergt. Major Rodger	17	24	18	59
Bomb. McCorquodale	24	24	11	59
Total	184	107	157	548

OVERWORKED MEN FIND *Sparis Wine* an excellent tonic. Renews strength and vigor.

THE STATE OF PORT ARTHUR.

WAR CORRESPONDENTS FOR THE FRONT.

The Funeral of a Hero.

(From Our Special War Correspondent.)

TOKIO, April 12.

The condition of affairs in Port Arthur has been well depicted by a resident who has managed to get a letter through to some friends.

'Frantic endeavors have been made,' he says, 'to repair the *Retvisan*, *Pallada* and *Tsarevitch*, and the forlorn hope has been conducted under the supervision of an Englishman, who receives $300 per day for his services. All three vessels have been patched up so as to be moved about under their own steam, but it is very doubtful if they will be fit for active service again until they have been docked and thoroughly overhauled. At present, the calculation is to plug them up sufficiently so as to be able to utilise them for harbour defence. They are all badly crippled and literally shot to pieces. The soldiers and sailors are working like Trojans, for they realise that it is a question of life or death to them, and no efforts are being spared to repel a land attack, which it is confidently expected will be made in the near future. Many of the big guns from the ships have been landed and placed in the forts, the shore batteries having so far failed lamentably to come up to expectations. Every man available is working night and day outside the city, helping to throw up earthworks and to place the guns brought from the ships in position thereabouts. There is plenty of food, but it is carefully husbanded, for a long siege is anticipated, and already prices are high enough to cause great suffering among the poor peasantry. A cargo of cattle was successfully landed a few days ago, and three more cattleships are expected during the next week. The weather is bitterly cold and the population as a whole is completely demoralised. The reverses sustained have driven more than one well-known man out of his mind, and several suicides among military and naval officers have been reported. Attempted desertions have been frequent, and already forty soldiers have been shot for this reason. I should say that there are ten thousand Russian soldiers in the place to-day. What is thought to have been the Japanese fleet has been sighted twice during the past two days, and another bombardment is fearfully awaited. So far, the forts have not sustained material damage, but a large number of business houses have been razed to the ground, and there have been several outbreaks of fire, caused by the shells, which proved troublesome to extinguish. There is enough ammunition here to last a year, even if there were a bombardment every day. The feeling against the Japanese is frantically intense, and it would have been well for them could they have all got away before hostilities commenced. They are all considered as spies, and are maltreated on the slightest pretext. As an illustration of this, I will mention that companies of soldiers have been told off and instructed to seize every Chinese they could lay their hands on and twist his cue to find out if it were real or if its owner were a Japanese spy in disguise. A dozen of the latter have been discovered and shot on the spot, their bodies being left to rot where they fell.'

Such is life in Port Arthur at the present moment, and the main hope of its amelioration is the arrival of Kuropatkin's forces and the Baltic fleet, which is said to be preparing to sail in June. Swiftness of action is what is wanted on the part of the Japanese now, and unless they make a sudden determined attack soon the garrison will be in such a position that it will take long and strenuous effort to subjugate it. Precipitant endeavours are being made, too, to render Vladivostock immune from attack, and though the coast-line between Possiet Bay—where a large Japanese force is said to have landed—is not constantly guarded, the overland route is being patrolled by cavalry details. Entrenchments have been run up in various places, but the Russians do not seem to have over much confidence in their effectiveness, for they are anticipating defeat by pouring kerosene oil upon the houses of the villages in order to bring about their rapid destruction and prevent them falling into Japanese hands, should retreat be necessary.

Since the failure of the Vladivostock forts to return the fire of the Japanese fleet at the recent bombardment has been ascribed to faulty ammunition—the shells being several sizes too big for the guns—the troops are not likely to be too sure of the weapons and ammunition with which they are supplied, and there is just a possibility that that accounts for the preparations for defeat instead of victory which they seem to be busily engaged in making. The lack of confidence is also likely to spread amongst soldiers in Port Arthur and elsewhere, for they have been reluctant witnesses of the ineptitude displayed by the fleet, and may possibly come to the conclusion that their own officers and rifles are not to be relied upon in time of stress. Should such a feeling spread, there is not likely to be much fighting when a fight comes, and the Japanese will secure victories less costly than if fanatics were fighting against them.

It will be interesting to watch the effect of the Russian arm, and no less interesting to keep an eye upon that of Japan, for some of the weapons have never been tried before in actual warfare. One would like to give descriptions of the effects of some of the field guns and rifles of Japan, but, for some unaccountable reason, information on such subjects is absolutely denied us, and not even an outline of the component type of cannon will be given at his particular time. It is believable, too, that one would incur the bitterest hatred and condemnation of the censor if one had the temerity to announce to the world at large how many buttons there were on the canvas gaiters worn by the infantry—and to say how many rounds of ammunition each man carried would be a crime that could not be punished adequately by any sentence in the criminal code this side of execution with an axe. Every correspondent realises that descriptions of armament and clothing of troops, methods of transportation, and other matters connected with the sending away of an army to war are of the utmost interest to readers; but what can one do when rigid instructions are issued that all letters containing such information will be relegated to the furnaces, and the writer, if he persists in trying to get such intelligence through, will probably receive a polite request from the powers that be to pack up his traps and trek to the country whence he came. All the Japanese want one to do is to write anything but what might be called 'intelligence,' and I am proud to think that so far I have succeeded in meeting their desires in every particular.

Everyone, of course, acknowledges that Japan is doing the right thing in censoring outgoing newspaper articles, but they cannot understand why she keeps the writers in Tokyo. Japan could let correspondents out without endangering her prospects in the least, for, since she has complete control of cable and telegraphic lines and postal arrangements, she could see every line that was written. So far, only fifteen men have got away, and they, left Moji only on the 6th instant. But where they are going to they cannot say. No information will be gainsaid them on the subject, and they go upon what might be a blind expedition, for all they know, they might be bound for some uninhabited island or other in the south, and there landed to be got rid of. Such an ending would certainly be humorous, and there are many callous-hearted beings on earth who would be prone to say 'Serve them right.' But such people should remember, and the Japanese Government should have remembered, that something at least is owing to the readers of the world and to the enterprising newspapers who have, at enormous expense, sent their representatives to join the Japanese instead of the Russian army. Even Japanese subjects are writing to the vernacular press pointing out the injustice; but nothing happened until the other day when the Government heard that the correspondents had decided to hold a meeting with a view of arranging to leave the Japanese and go over to the Russians. Then the War-Office suddenly work up to the danger of alienating the sympathy of the world's Press, and sent out a notification post haste that fifteen men from the leading newspapers of Great Britain, America, and the Continent were to be selected to sail in a day or two. Australia was left out of it. The fifteen men are those who have left Moji, but nothing has yet been heard as to when the remaining representatives are to sail.

Meantime, they content themselves watching the people indulging in hero-worship. Marquis Ito has returned in triumph from his mission to Korea, and, more important of all, the remains of the late gallant Commander Hirose, who was blown to pieces by a shell after trying to save a subordinate officer at the second attempt to block up Port Arthur, have arrived in the city.

Before the flag-draped casket containing these remains, people prostrate themselves in reverential humility, and the scene when the casket arrived at the Shimbashi railway station was one of deep impressiveness. All that was left of the noble commander was a piece of flesh about the size of a florin and this was preserved in alcohol by the men who were present in the boat when the commander was killed, and sent to Captain Hirose—of the gunboat *Oshima*—a brother of the deceased. It is that small fragment of humanity that the nation now reveres, and, on the 13th instant, it will be honoured with a naval funeral as gorgeous and as impressive as could be tendered the corpse of a King.

In the life of the late commander there was much that was noble, and in his home and naval and military circles he was admired alike for his nobility of character and his bravery in face of peril. With the blood of a *samurai* in his veins, he was a born fighter, and it was his audacious courage and utter disregard of death which earned for him the sobriquet, 'The Mars of the Navy.' Thus he was known throughout the length and breadth of the land, and he justified his title over and over again, during the present war and the war with China. The grandeur of his last act will always live, but he has done others which show equally his utter contempt for death. During the first attempt to blockade Port Arthur, in fact, he found that he had left his sword on one of the sinking ships, and, loving it with a devotion which every *samurai* shows for his blade, he persisted in returning for it. Amidst a veritable whirlwind of shell and bullets from the Russian force, he sped across the deck and down below, and recovering it once more ran the gauntlet of fire to his boat. Through the thundering turmoil he escaped unscathed, and while the act may be regarded as one of unmitigated recklessness it still serves to show how little he feared to meet his doom. The commander was no less a loyalist than a courageous man, and his devotion to his rulers is shown by the tenacity with which he clung in life to a pair of gloves which he wore once at the Yokosuka Naval Yards on an occasion when he was appointed to show the Empress over a battleship. Several times, he was forced to take her hand to assist her about the ship, and so impressed was he at being allowed the privilege of touching Her Majesty's fingers that he removed the gloves he was wearing immediately she had gone and carefully preserved them. He revered them, he subsequently said to a fellow officer, and would always carry them with him and be content to die so long as he had them in his possession. Whether he had them upon him or not when the hurtling shell smashed him into eternity cannot be said, but since his loyal and brave heart loved them so much it is to be hoped that the consolation was afforded him of having them. Henceforth his memory will be honoured in the land, and the deeds he has done will be handed down to posterity, his people ever being reminded of them by the noble statue which it is proposed to erect to his memory in one of the broad boulevardes of the capital city.

The heroism of Commander Hirose is, however, only typical of the Japanese. There are men who have, in this war, sprung into almost certain death for the honour of their country. Men who have leapt from their own to Russian destroyers and at the risk of certain death ripped down the Russian flag and run up that displaying the Rising Sun. There are those who have manned the torpedoes which have borne the hail of flying shrapnel and hurling shells, and men who have sacrificed their lives in numerous ways to bring success to their arms. All these are now being lauded in song and story, and there are thousands of men only awaiting the opportunity to emulate their examples. The only regrettable thing about the deaths of such men as those who succumbed in the attempts at blockading is that they failed in their efforts, for Russian ships can still pass through the harbour entrance.

The last to get a glimpse of the condition of the place was Commander Colquhoun, of Melbourne, who, as the *Times* correspondent, approached sufficiently close to see Russian warships moving about inside the harbour, and to estimate that a channel was open sufficiently wide to allow a battleship to pass with careful steering.

On the way back to Chefoo after the inspection, Commander Colquhoun encountered Admiral Togo's fleet, and he was greatly impressed with the perfect condition in which they were, and also with the discipline shown by the officers and men. The correspondent of the *Chicago Daily Mail*, later on, endeavoured to better the *Times* steamer's feat, but his steamer was captured, and he and the crew on board were arrested and taken to Port Arthur, whither the steamer was towed. The correspondent is now in durance vile, and it is said that his interpreters are being taken to Mukden, where they will be shot as spies. The *Times* steamer did not escape scot free on her next expedition of the kind either, for the Russian cruiser *Bayan* set out after her, and stopped her. She was over-hauled, but since nothing suspicious was found on board she was allowed to go. At least, such is the story, and if it is true it can be taken for granted that the worthy Commander will not venture in so close next time lest he be served in the same manner as his American friend. The Russians have a dead set upon correspondents and recently hunted a number from Newchwang, which caused the pressmen to make a futile protest to the American Consul at Chefoo. A Muscovite eye is also being kept open, it is said, for Mr Frank McCullough, who, as the editor of the notorious *Novi Krai*, was present in Port Arthur when the first bombardment took place. On the first opportunity, he cleared over to Chefoo, and sent the first full account of the engagement to the *New York Herald*, and for that the Russians have decided to deal with him if they get a chance. The correspondent has heard that he is being looked for, and now views the war from other points of view than those afforded by Port Arthur.

The Russians have several prisoners in their possession, but they are mostly Japanese. Major Togo, who they captured with several men at Wiju, committed suicide whilst being taken to Mukden, and his men were executed, which shows that the treatment being meted out by the Russians to the Japanese is in marked contrast to that being tendered the Russians in the Japanese hospitals.

W. T. DONALD.

FIRE AT SEA.

S. S. 'Sungkiang' Ablaze.

The passengers by the China Navigation Company's steamer *Sungkiang*, which left here on Friday last at 5 p.m. for Manila, received a rude shock some twelve hours after leaving port. The *Sungkiang* left with a full cargo of general merchandise, the greater part of which was sugar and flour. She also had on board 200 head of cattle, and twenty-three passengers. The prospects of a fine trip down to the capital of the Philippines looked good, but they were doomed to disappointment. Hongkong was left behind during the night, and something like a hundred miles had been covered when day broke on Saturday morning. The chief officer, Mr A. Davey, commenced his usual inspection of the hatches at six o'clock, and found smoke issuing from the port side of the after hatch. Deeming it necessary to remove the hatches, he did so, and the flames shot up through the bags of sugar, of which this hold was full. The fire hoses were run out, and soon six streams of water were pouring into the vessel. Captain Robinson directed the operations, and the men were successful in reducing the flames. The flames were conquered, but it was still only a question of time when they would again break out. With great difficulty the hatches were, therefore, battened down, the first and second officers being almost overcome with the volumes of smoke that issued from the hold. The heat was so intense that it was decided to return to Hongkong, and not risk trying for Manila. The vessel was accordingly wheeled round, and a start on the return journey was made. They made good progress, and signalled to Waglan, as soon as they came in sight, that the vessel was on fire. The news was sent along to the lighthouse, whence it was conveyed to Messrs Butterfield and Swire's office. Mr Ramsay, the Superintendent Engineer, awaited the arrival of the *Sungkiang* at Quarry Bay, and arranged for the Government fire-float to be in attendance. It was late on Saturday night when the *Sungkiang* made her way into the harbour, and the hatches were again removed. The fire was still burning strongly, and the hoses from the fire-float were passed over the side. It was not long ere the entire hold was flooded and the fire extinguished. The vessel was brought up to Wanchai on Sunday morning, where by the aid of a gang of coolies, a considerable quantity of the cargo was removed. The operation is still going on, but it is expected that the ship will again put to sea to-morrow morning.

The passengers, as may be imagined, were intensely excited when the news passed through the saloon that the sailors' worst enemy had possession of the after hold. The fears were soon allayed, however, and when they saw the excellent results attained by the ship's crew they cooled down and treated the conflagration as an ordinary occurrence. By a strange coincidence, among the passengers were six persons who came out from England in the G. M. S. *Oldenburg*, which broke down at Aden. They seemed fated to meet with delay, and remarked on the perverseness of fate to again place obstacles in their path. Had the fire broken out in the forward hatch, above which the cattle were housed, the consequences would have been far more serious. As it is, extensive damage has been done, probably the whole of the cargo in the after hatch being destroyed.

What is Pain Balm?

CHAMBERLAIN'S PAIN BALM is a liniment, and while adapted to all the ordinary uses of a liniment, has qualities which distinguish it from other remedies of this class. Pain Balm is especially beneficial for rheumatism. Thousands of cases can be cited in which it has effected a cure when the sufferer had previously tried the best medical service without securing relief. Pain Balm is positively guaranteed to give relief in the most severe cases of chronic or acute rheumatism. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

BY TELEGRAPH.

['CHINA MAIL'S' SPECIAL SERVICE.]

Received May 1, 1.38 p.m.

THE RUSSO-JAPANESE WAR.

THE BATTLE OF THE YALU.

Russians Outflanked and Beaten

(From Our Special Wa rrespondent.)

TOKIO, May 3,48 p.m.

From the reports that have come to hand with regard to the fighting on the Yalu, it appears that the Japanese troops, after a feint on the right of the line, succeeded in turning the left flank of the Russian army, and occupied several positions on the right bank of the river without serious loss. In fact, the Japanese losses were slight.

Fighting has continued without intermission since Tuesday the 26th of April, and a battle is now in progress, the Imperial Guards and the Twelfth Division of infantry being engaged.

The Yalu river was crossed by the Japanese army in full force at dawn on Friday, the 29th of April.

The troops crossed on pontoon bridges. The shooting of the Russian artillery was very poor, and was easily silenced by the Japanese gunners, assisted by gunboats and armed steamers, which came up the estuary and materially helped the working movement.

['CHINA MAIL'S' SPECIAL SERVICE.]

Received May 1, 6.15 p.m.

THE RUSSIANS ROUTED

AN ARMY OF 30,000 ENGAGED.

Japanese in Full Possession of Yalu.

(From Our Special War Correspondent.)

TOKIO, May 1, 6.15 p.m.

The Russians are disputing the Japanese advance from the Yalu.

At dawn to-day, the Japanese found that the Russian army had been so disposed as to invite attack. Accordingly, an attacking movement was rapidly developed, the Japanese infantry, supported by their artillery, advance in magnificent style, undeterred by the Russian fire.

They attacked the Russian position with enthusiastic vigour. They were successful all along the line, driving the Russians from position to position, and occupying the field of battle.

Thirty thousand Russians were engaged.

No details of the casualties on either side have come to hand.

['CHINA MAIL'S' SPECIAL SERVICE.]

Received May 2, 1.4 p.m.

ANOTHER ACCOUNT OF THE BATTLE.

JAPANESE CAPTURE GUNS AND OFFICERS.

Heavy Casualties.

(From Our Special War Correspondent.)

YOKOHAMA, May 2, 2.50 p.m.

A severe engagement was fought on Sunday between the Russian and Japanese forces. The Japanese were victorious and crossed the river Yalu, driving the Russians from Antung and Kiulien.

Twenty guns and twenty-eight quick-firers were captured by the Japanese.

Twenty-four Russian officers and many men were taken prisoners. The Russians lost eight hundred men, while the Japanese casualties totalled seven hundred.

[Late reports from Japan state that there were 4,500 Russians at Kiulien, 1,000 at a point four miles north-west of Kiulien, 4000 at Antung, and that between the latter place and Fenghwang there were 20,000 of all arms. Kiulien is opposite Wiju, where there is a ford across the Yalu.—ED. *C.M.*]

OFFICIAL VERSION OF THE FIGHT.

We have received from Mr M. Noma, Japanese Consul, the following details of the fight on the Yalu River:—

TOKIO, May 1, 7.35 p.m.

General Kuroki reports that on the 26th of April he gave orders to prepare for laying bridges across the Yalu. A detachment of the Imperial Guards and the Second Division attacked and dispersed the enemy on the islets in the Yalu, and occupied their positions. The casualties of the Imperial Guards were 16 seriously wounded and 9 slightly, while the Second Division had none. The enemy retreated, carrying many dead and wounded with them towards Kiulienchin.

A Russian cavalry man, who was taken prisoner by the Japanese, says that the 22nd, 23rd and 27th Infantry Regiments of the Eastern Siberian Sharpshooters formed the Russian's vanguard. Lieutenant Senyoloff, commanding the Mounted Scouts of the 22nd Regiment, was found buried at Wiju. Ninety-five dead horses were found on the field and six live ones were captured. From noon on the 26th ult. until the 27th, the enemy kept up an intermittent fire upon Wiju, but the Japanese army did not answer.

On April 26, two gunboats, two torpedo boats and two steamers, detached from Rear Admiral Hosoya's squadron, ascended the Yalu River, exchanging shots with the enemy at Antzushan, which had the effect of silencing them. The detachment suffered no damage.

On April 28, two Infantry Companies of Imperial Guards encountered the enemy at Hushan, and one section was detached and sent to Sitzemen, whence the enemy had fled, after leaving five dead. The Russians fired at long range from the neighbourhood of Kiulienchin upon Wiju without much effect upon the Japanese preparative works.

On the following day (29th), the 12th Division commenced bridging the Yalu at Sukuchin, and completed the work early on the morning of the 30th. The army then crossed. From 10.40 a.m. until 1.20 p.m. severe firing took place on all sides, but the enemy were soon silenced.

The Japanese losses were:—Officers, five slightly wounded; Non-commissioned officers and men, two killed, twenty-two wounded.

At eight p.m. on the same day, the bridge over the main stream was completed. The Japanese army crossed and advanced upon Hushan. On the same day a detachment of Rear-Admiral Hosoya's squadron advanced below Antungsien, and fought at close range with 400 of the enemy's infantry and cavalry. The Russian Artillery also fired upon us heavily, but after an hour they retreated; there were no casualties on the Japanese side.

On May 1, at day-break we commenced cannonading and silenced the enemy's Artillery on the hill situated to the northwest of Yushukon. At 7.30 all the Divisions advanced for attack, and took possession of the heights extending from Kiulienchin to the north of Makon and Yushukon by nine a.m.

FURTHER DETAILS.

Capture of Guns.

The following additional telegrams reach us as we go to press:—

TOKIO, 2nd May, 11.40 a.m.

General Kuroki reports from Kiulienching that on the 1st inst., notwithstanding a stout resistence, the 2nd and 12th divisisons and Imperial Guards advanced by three roads, driving the enemy before them.

At 8 p.m., we captured the enemy's line from Antungsien to Siushukon, and the Imperial Guards surrounded the enemy on three sides, and after several fights, captured 20 guns with their horses and carriages, and over 20 officers and many men. The general reserve corps advanced on the Liaoyang road. The enemy's force was composed of the whole of the 3rd Division and the 22nd and 24th regiments of the 6th infantry division of sharpshooters and Meschinko's cavalry brigade, about 40 field guns and 8 machine guns. The enemy fled towards Fenghoanching. Our casualties are at the most 700. Total booty, 28 quick-firing guns and large quantities of rifles and ammunition. Our heavy field guns were very effective.

A Russian officer who was taken prisoner says that the commanders of both army corps and the division were wounded, and casualties exceeded 800.

TOKIO, 2nd May, 12.40 p.m.

Captain Maya reports that detachments, consisting of the two cruisers, the *Maya* and *Uji*, and several torpedo boats ascended the Yalu on the 1st inst., bombarding the enemy. While they were returning the enemy's artillery suddenly attacked the torpedo boats, which silenced the enemy after a severe engagement of thirty minutes. The whole of the detachment returned to Yongampho without having suffered any casualties.

Our armed launches reached Antung on the same morning and repulsed the enemy's infantry and artillery, after 30 minutes sharp fighting. Flames were seen rising from the town, and a native says that the enemy had fled from Antung after setting fire to the town.

THE JAPANESE FORCES.

Prognostications by 'The Times.'

Writing about the middle of March, the military correspondent of the *Times* said:—

In view of the fact that the 12th Division has been in Northern Korea for some time and that this unit forms part of the western command in Japanese territory, we should naturally anticipate that, if an army is concentrated in Northern Korea, the remaining divisions of the western command would follow the 12th. The western command, under General Kuroki, includes the 5th, 6th, 11th, and 12th Divisions, and it would be in accord with the existing organization for these divisions to act together. The Japanese system of an army of four divisions is the system of the great military Powers transformed and adapted to the requirements of a maritime nation. The normal army of a nation like France consists of four army corps, and what may be called the quaternary system has advocates among many who have experience of handling troops in action, whether applied to the battalion of four companies, the regiment—or, as we call it, the brigade—of four battalions, or the army of four army corps.

The stream of transports is once more setting towards Chi-nam-po, and we can hardly doubt that a forward move will be made towards the Ya-lu when the concentration on this side is complete. The direction of the main attack is not yet disclosed. The presence of General Linevitch at Niu-chwang at this juncture shows very closely where Russian anxieties point, but Niu-chwang itself can only be one of many landing places if the armada brings up in the north of the Liau-tung Gulf. There is, as Lloyd's agent suggests, Kaichow Bay; there is the shore to the west of the gulf, while on the other flank of the Liau-tung peninsula there is Pitzuwo, where the Japanese landed in 1894. An army intending to land in this quarter of the theatre of war must be able to throw ashore a strong force rapidly, since the bulk of the Russian army in Manchuria has been steadily accummulating south of Mukden for weeks past and should now be of quite respectable strength.

While remaining in the general intention of retreating towards the interior if assailed in overwhelming strength, the Russians are growing confident as their numbers rise, and evidently propose to make a Japanese advance on Mukden a very costly business. They seem to have intrenched a strong position near Liau-yang, their right flank protected by the river and streams of the Liau delta, while their left is covered by the Ya-lu force, which can fall back if outnumbered upon the Motien-ling position, which is exceedingly strong. If there are 50,000 Russians within hail and all under the hand of Linevitch, we can sympthize with his desire to try conclusions. The country is difficult at this season, the roads few and bad, and lateral communications wretched. It can easily be credited that if there are anything like these numbers available it will cost the Japanese army dear to turn the enemy out. Nothing, however, is more unlikely than a costly frontal attack upon intrenchments by the Japanese. No nation absorbed the lessons of the Boer war more completely and none followed all its phases with closer attention. We should rather expect to see marches and manœuvres play a larger part in the decision that the more brutal shock of masses upon ground chosen by the enemy. In such manœuvres the Japanese army in Korea may play a prominent part, while on the other flank there is a Chinese army of respectable strength which must cause considerable anxiety to the Russian generals, since there is nothing to show that China will not throw off the mask once she can do so with comparative safety.

It is not altogether in accord with the views that General Kuropatkin is believed to hold that the Russian army should fight a decisive battle at such an early stage of the campaign. In all his speeches he has urged the need for time and patience, and has rather deprecated than advised decisive encounters before the Russian army was fully prepared. The concentration of 50,000 men south of Mukden, presuming it be can accomplished fact, combined with the contempt the Russians express of their enemy, may have tempted him to concur with the wish of his subordinate at the front to risk a battle to save the loss of Mukden, which possesses such value in the eyes of China.

No one can say what 50,000 Russians may not accomplish on the battlefield if intelligently led, and no one should entertain any illusions concerning the severity of the ordeal which confronts Japan. But if, as we are told, the Russians think that they, like the Boers, can evacuate a position and fall back at their good will and pleasure from point to point, then it is possible that the procedure may not be so simple as it sounds. The Boers were able to do this because of their superior mobility, but it has yet to be proved that the mobility of the Russian army is superior to that of the Japanese, and it may be that the latter will not be so easily shaken off. No doubt the Cossacks will once more prove their value, but they are far from their native plains, and the burden of the fighting will fall, as it always must, upon the world-renowned Russian infantry.

ROWING AT THE V.R.C.

Two four-oared scratch races were rowed off on Saturday afternoon by members of the Victoria Recreation Club. The first race at 3.30 p.m. was closely contested throughout, Rapp's crew ultimately winning by about ten feet, with the third boat close up. In the second race R. Witchell's crew won as they liked, the other two boats being altogether out of it. The weather is getting much too hot for rowing, unless the races are started about 5 p.m.

Results were as follow:—

1ST RACE.

Thistle.—R. Witchell (stroke), E. P. Musso, A. G. V. Ribeiro, J. H. Seth (bow), and J. Miller (cox).

Rose.—J. Witchell (stroke), L. E. Lammert G. Cruickshank, W. T. Andrews (bow), and F. Lammert (cox).

Shamrock.—C. E. A. Hance (stroke), E. F. Aucott, H. A. Seth, H. M. Bain (bow), and F. W. White (cox).

Thistle	1
Rose	2
Shamrock	3

2ND RACE.

Rose.—H. Rapp (stroke), H. C. Austen, J. P. Jordan, J. D. Cameron (bow), and F. Lammert (cox).

Thistle.—L. A. Musso (stroke), T. E. Pearce, F. M. Roza Pereira, T. C. Swaby (bow), and F. W. White (cox).

Shamrock.—F. K. Tate (stroke), H. S. Holmes, A. V. Barros, E. Millar (bow), and O. R. Chunnutt (cox).

Rose	1
Thistle	2
Shamrock	3

The prizes were presented to the winners at the conclusion of the races.

STEARNS' WINE assists the body to make use of nature's nourishment. Thus it cures.

TELEGRAMS.

[REUTER'S SERVICE.]

THE KAISER'S RETURN.

LONDON, April 29.

The Kaiser, at Karlsruhe, in reply to an address by the Burgomaster, mentioned that he was completely restored to health. He referred to the great war which led to the unification of Germany, and hoped that the events now enacting before their eyes would steel their courage and find Germans united if it became necessary to interfere in a world policy.

RESULT OF THE ONE THOUSAND GUINEAS.

Pretty Polly	1
Lencadia	2
Flamma	3

THE ROYAL VISIT TO IRELAND.

The King and Queen continue to be loyally welcomed everywhere in Ireland. Their Majesties were present at Punchestown Races, where there was no hitch or discordant note.

THE LOSS OF A JAPANESE TRANSPORT.

The Japanese state that only 73 perished in the *Kinshiu-maru*.

THE WAR.

The Russian Government has sent a circular to its representatives abroad declaring categorically that Russia will not admit the intervention of any Power whatsoever in the Russo-Japanese negotiations after the war.

LONDON, April 30.

Admiral Alexieff wires that ten Japanese cruisers and six destroyers were sighted in Assuri Bay yesterday morning, and that the enemy's ships were sighted at Port Arthur on Thursday night.

[MANILA CABLENEWS SERVICE.]

KUROPATKIN'S PLANS.

ST. PETERSBURG, April 18.

General Kuropatkin has advised the evacuation of Port Arthur and a retirement of the Russian forces to guard Newchwang and the line of railroad. He says the stronghold weakens Russia strategically and its disposition will have no final or important effect on the ultimate issue of the war. He advocates a policy of concentration and allowing the Japanese to carry the campaign inland. The general feeling here is one of confidence in Kuropatkin and a disposition is manifest to turn the war over entirely to him.

PORT ARTHUR BLOCKED.

CHEFOO, April 22.

Admiral Togo has now succeeded in completely blocking Port Arthur. He has silenced the outer land forts and brought his vessels close up to the narrow entrance so that his fire dominates the passage. As only one Russian vessel can pass out at a time owing to the narrowness of the channel it is considered that the present blocking is as thoroughly effective as if the Russian fleet had been bottled by sunken ships in the entrance.

RUSSIA ANXIOUS.

ST. PETERSBURG, April 22.

M. de Witte, Minister of Finance, in response to an official enquiry, has stated that the expense of the war to Russia will by the 1st of June total $100,000,000. He further states that the cost in the succeeding months is likely to be even greater.

[In the recent war in South Africa the expenses of Great Britain were almost as heavy as those of Russia in this war. Great Britain then expended about $85,000,000 for a corresponding period.]

['N.-C. DAILY NEWS' SERVICE.]

THE RUSSIAN WAR ON THE DEFANCELESS.

TOKIO, April 27.

The Japanese Press is indignant at the repeated sinking of defenceless merchantmen by Russian men-of-war. Unless Russia abandons this practice, it will imperil, the Japanese papers say, her reputation for humanity.

The crew of the *Goyo Maru*, 24 in all, is safe.

THE RUSSIAN FLEET IN THE BALTIC.

It is believed that the Russian fleet is absolutely unable to steam out to the Japan Sea.

Chinese Postal Service.

The *Peking and Tientsin Times* of the 23rd April, publishes a letter from Mr F. A. Aglen, Chief Secretary, I. M. Customs, denying a recently published statement that the Imperial Chinese Postal service has lost a large sum of money through the dishonesty of its Chinese employés.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhœa Remedy often proves a profitable investment, for, by its use at the first appearance any unusual looseness of the bowels, a severe attack of diarrhœa or dysentery may be averted, that might otherwise compel a week's cessation from labor. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it to-day. It may save a life. For sale by all chemists and medicine vendors. WATKINS Ltd., General Agents.

LAWN TENNIS.

The following additional results are posted on the result board:—

DOUBLE HANDICAP, 2nd Round.

Edwards and Ward received a forfeit from Bird and Birbeck.

A. Humphreys and Pearce beat Wodehouse and Swan.

4th Round.

Martin and Strickland defeated Atkinson and Smith, 7-5, 6-1.

SINGLE HANDICAP (A Class), 3rd round.

E. Humphreys defeated E. Deacon, 6-4, 6-3.

SINGLE HANDICAP (B Class).

2nd Round.

R. Boggan defeated T. C. Gray, 9-7, 2-6, 9-7.

W. S. Allen defeated R. Birbeck.

3rd Round.

R. Beattie defeated L. Dartnell, 6-0, 6-1.

PROFESSIONAL PAIRS.

2nd Round.

Boyd and Smith beat Pinckney and Scott, 6-4, 7-5.

Beatie and Manning beat Martin and Strickland, 6-1, 6-3.

The games for Tuesday are:—

DOUBLE HANDICAP, 2nd Round.

Parr and Slade v. Butt and Parker on C. double court.

This game completes the second round.

3rd Round.

Boyd and Smith v. R. and H. Hancock on D. double court.

SINGLE HANDICAP (A Class).

3rd Round.

Edwards v. A. Humphreys on B. single court.

SINGLE HANDICAP (B Class).

3rd Round.

Chater v. Knyvett on A single court.

Cable Interrupted.

The Saigon cable has been damaged by a typhoon.

The Japanese Army.

The dispatch of the second Japanese army is almost completed, says the *N.-C. Daily News* of the 28th April. The third army is now being mobilised, the preparations are made for a fourth army, if necessary. The removal of the Imperial headquarters to Hiroshima is likely to take place shortly.

Willie Freear Reports Progress.

Mr Willie Freear arrived back in Shanghai on 23rd April. After giving his entertainment in the Japan ports, he proceeded to Tientsin and Peking, in which places he seems to have had a capital time, says the *N.-C. Daily News*. Tientsin he declares to be 'immense;' the reception given him was of the most cordial description and he was feted everywhere. The Dallas company are now discovering the hospitality and enthusiasm of the northern port, and their visit there will be most profitable. At Peking, Mr Freear made several attempts to present his entertainment before the Empress Dowager, but Her Majesty has weightier matters on hand. Just now, a good deal of attention is being paid to the dispatch of the portrait painted by Miss Carl, which is to be exhibited at the St. Louis Exposition. On its journey through China the portrait is to be accorded similar honours to those which would be accorded to Her Majesty in person. A special broadgauge railway line has been laid down through the streets of the capital to carry the train with the portrait under escort. The picture is due in Shanghai this week and preparations are already being made by the Chinese authorities to accord it all loyal reception.

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To-day's Advertisements

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Hongkong, April 7, 1904. 834

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Hongkong, March 26, 1904. 835

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FROM 1st JULY, 1904.
THE Residence 'ROCKLANDS,' ROBINSON ROAD. Standing in its own grounds. Entrances both from ROBINSON and CONDUIT ROADS.
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Care of 'CHINA MAIL' Office.
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FURNISHED, 6, ROSE TERRACE, Kowloon. From the 31st March to 31st September, 1904.
For further particulars, apply to
MR LOGAN,
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FLATS in MORETON TERRACE, facing the Polo Ground.
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Hongkong, April 7, 1904. 2030

To-day's Advertisements

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Hongkong, May 2, 1904. 832

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that THOMAS ALVA EDISON of Llewellyn Park Essex County New Jersey, U.S.A., Inventor and Manufacturer has on the 5th December, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

A copy of the written signature of the Applicant as follows: 'THOMAS A. EDISON,' in the name of the said THOMAS ALVA EDISON who claims to be the sole proprietor thereof.

The TRADE MARK has been used by the applicant in respect of the following goods:—Philosophical instruments, scientific instruments and apparatus for useful purposes, Instruments and apparatus for teaching in Class 8.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated 29th day of April, 1904.

DEACON, LOOKER & DEACON,
Solicitors for the Applicant.
829

NOTICE.

MR HERBERT BENT CEASES to sign our Firm by Procuration from This Date.
HERBERT DENT & CO.
Canton, May 1, 1904. 830

NOTICE.

I Have Admitted Mr HERBERT BENT as a PARTNER in my Firm, to date 1st June, 1904.
T. E. GRIFFITH.
Canton, April 30, 1904. 831

NOTICE TO REMOVAL.

MESSRS PALMER & TURNER have This Day REMOVED their Offices to ALEXANDRA BUILDINGS, 3RD FLOOR.
Hongkong, May 2, 1904. 840

NOTICE OF REMOVAL.

DR KEW, BROTHERS & CO. have This Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, (3rd Floor).
Hongkong, May 2, 1904. 845

NOTICE OF REMOVAL.

THE CHINA MUTUAL LIFE INSURANCE COMPANY, LIMITED.

THE OFFICE of the above Company has This Day been REMOVED to ALEXANDRA BUILDINGS, FIRST FLOOR, DES VŒUX ROAD.
LEFFERTS KNOX,
District Manager.
WONG PO CHUN,
Agent.
Hongkong, May 2, 1904. 284

WANTED.

SEVERAL BRIGHT SMART TAILORS, only those who understand using Singer Sewing Machines need apply. Address, Post Office Box 135 B, Hongkong.
Hongkong, May 2, 1904. 841

THE ROBINSON PIANO Co. LTD.

OFFER
$100
REDUCTION
ON
11 UPRIGHT GRANDS
OF OUR OWN MAKE.

$350 and $395.

Our New
PIANO FACTORY
is ready this month and we wish to dispose of those Models now in
STOCK.

They are of First Quality, and guaranteed for the
CLIMATE.
Will be stored until Required.

TIME PAYMENTS

To-day's Advertisements

WANTED.

NURSE or NURSERY GOVERNESS for 3 Children on the Peak.
Apply 'X. X.,'
Care of 'CHINA MAIL' Office.
Hongkong, May 2, 1904. 843

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship MARQUIS BACQUEHEM, Captain RASSEVICH, will be despatched as above on FRIDAY, the 20th Inst., p.m.

For information as to Passage & Freight, apply to
SANDER, WIELER & Co.,
Agents,
Prince's Building.
Hongkong, May 2, 1904. 844

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAITAN, Captain ROACH, will be despatched for the above Ports on WEDNESDAY, the 4th Inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, May 2, 1904. 833

Entertainments.

SECOND *HANSA*
Orchestral Concert
WILL BE GIVEN IN
THE THEATRE
on
TUESDAY, 3rd MAY,
(by Permission of Rear-Admiral VON HOLTZENDORFF).

Dress Circle and Stalls... ...$2.00
Stalls 1.00

HIS Excellency the GOVERNOR will be present at the Theatre To-morrow Evening.

BOOKING at the ROBINSON PIANO Co., Ltd.
Hongkong, May 2, 1904. 804

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named :—

FOR	STEAMERS	TO SAIL ON	REMARKS.
Y'AMA, VIA S'HAI, MOJI & KOBE (passing through the INLAND SEA).	*Pera* ..... A. L. VALENTINI	About 3rd May.	Freight only.
LONDON, &c.	*Malta* ..... C. L. DANIEL	Noon, 7th May.	*See Special Advertisement*
SHANGHAI	*Simla* ..... F. R. SUMMERS	About 7th May.	Freight and Passage.
LONDON & ANTWERP, VIA S'PORE, P'ANG, CL'BO, AND PORT SAID	*Formosa* ..... B. H. W. SNOW	About 11th May.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1904. 26

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Artemisia*, Capt. GRONMEYER, } 12th May, 1904. Freight.

FOR HAVRE, BREMEN AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Marbura*, Capt. STERN, } 17th May, 1904. Freight.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Strassburg*, Capt. MATSON, } 31st May, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND PENANG.

S.S. *Cassin*, Capt. TIMME, } 14th June, 1904. Freight

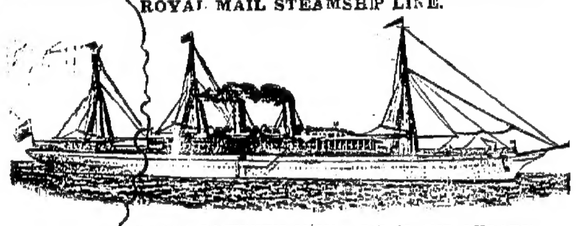
FOR HAVRE AND HAMBURG.
CALLING AT SINGAPORE AND COLOMBO

Nürnberg, Capt. JARUSCH, } 28th June, 1904 Freight

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 18 knots.
Saving 3 to 7 Days accross the Pacific.

PROPOSED SAILINGS FROM HONGKONG. *(Subject to Alteration.)*

R.M.S. *EMPRESS OF JAPAN*	6000 TONS	WEDNESDAY, May 11, 1904.
R.M.S. *TARTAR*	4425 TONS	SATURDAY, May 21.
R.M.S. *EMPRESS OF CHINA*	6000 TONS	WEDNESDAY, June 1.
R.M.S. *EMPRESS OF INDIA*	6000 TONS	WEDNESDAY, June 22.
R.M.S. *EMPRESS OF JAPAN*	6000 TONS	WEDNESDAY, July 13.

Hongkong to London,	1st Class ..... via St. Lawrence	£60.	via New York £62.
" "	Intermediate on Steamers, and 1st Class Rail	" £40.	" " £42.

THE magnificent 'EMPRESS' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B. C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, April 27, 1904. 4

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, *via* INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR **PORTLAND, OREGON,**

OPERATING IN CONNECTION WITH THE **OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARAGONIA	5198	SCHULDT	June 14, 1904.
NUMANTIA	4370	——	July 14, 1904.
NICOMEDIA	4370	WAGNER	August 14, 1904.
ARABIA	4483	BAHLS	Sept. 14, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 2, 1904. 2

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING.
ANPING, Via SWATOW AND AMOY,	*TRITOS*, Capt. H. KRUT,	WEDNESDAY, May 4, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	*FRITHJOF*, Capt. H. A. HARALDSEN,	SUNDAY, 8th May, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY,	*TRIUMPH*, Capt. A. HANSEN,	WEDNESDAY, May 11, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY,	*M. STRUVE*, Capt. T. BRANDT,	SUNDAY, 15th May, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, *Manager.*

Hongkong, May 2, 1904. 2579

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	ULYSSES	7th May.
GLASGOW AND LIVERPOOL	TEENKAI	13th May.
GLASGOW AND LIVERPOOL	CALCHAS	15th May.
GLASGOW AND LIVERPOOL	DARDANUS	21st May.
GLASGOW AND LIVERPOOL	YANGTSZE	28th May.
GLASGOW AND LIVERPOOL	DIOMED	3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	ANTENOR	10th May.
* GENOA, MARSEILLES & LIVERPOOL	ACHILES	17th May.
LONDON & ANTWERP	ALGINOUS	24th May.
LONDON & ANTWERP	DEUCALION	7th June.
* GENOA, MARSEILLES & LIVERPOOL	TEENKAI	9th June.
LONDON AND ANTWERP	AGAMEMNON	21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA N'KI, KOBE & YOKOHAMA	CALCHAS	17th May.

For Freight, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, April 30, 1904. 183

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL	
SHANGHAI	TAMSUI †	3rd	May.
SHANGHAI	WOOSUNG †	4th	May.
MANILA	KAIFONG *	4th	May.
SWATOW AND TIENTSIN	CHIHLI	7th	May.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN * ‡	9th	May.
YOKOHAMA AND KOBE	CHANGSHA *	13th	May.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze & Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *AGENTS.*

Hongkong, May 2, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD,——BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT *GIBRALTAR* AND *SOUTHAMPTON* TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Sailing Dates. 1904.
BAYERN	WEDNESDAY, 25th May.
OLDENBURG	
SACHSEN	WEDNESDAY, 8th June.
ZIETEN	WEDNESDAY, 22nd June.
SEYDLITZ	WEDNESDAY, 6th July.
ROON	WEDNESDAY, 20th July.
PREUSSEN	WEDNESDAY, 3rd Aug.
PRINZ REGENT LUITPOLD	WEDNESDAY, 17th Aug.
PRINZ HEINRICH	WEDNESDAY, 31st Aug.
GNEISENAU	WEDNESDAY, 14th Sept.

ON WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship BAYERN, Captain R. HEINTZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling a NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd May, Cargo and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., *Agents.*

1947

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9606	W. M. Smith	May 21.
TREMONT	9606	T. W. Garlick	June 28.
LYRA ‡	4417	G. V. Williams	August 4
SHAWMUT	9606	W. M. Smith	September 1.
TREMONT	9606	T. W. Garlick	October 1.

‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9606 tons	Capt. W. M. Smith	About 7th May.
S.S. TREMONT	9606 tons	Capt. T. W. Garlick	About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, April 29, 1904. 1724

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—**Surgeon** and **Stewardess** carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct	May 7, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	May 14, at 10 a.m.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, May 2, 1904. 2245

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

Also

PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 p.m., the Company's Steamship *ANNAM*, Captain R. GIRARD, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, *Via* Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line s.s. *Nera*, bound for MARSEILLES *via* BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 2nd May, Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, April 26, 1904. 752

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship LOONGSANG, Captain G. S. WEIGALL, will be despatched as above on TUESDAY, the 3rd May, at 4 p.m.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *General Managers.*

Hongkong, April 30 1904. 823

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship BENALDER, Capt. McINTOSH, will be despatched as above on or about SATURDAY, the 7th May.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, April 14, 1904. 714

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship EMPIRE, Captain HELMS, will be despatched as above on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, April 20, 1904. 748

HONGKONG-MACAO LINE.

S. S. 'WING CHAI,' CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from HONGKONG on week days at 7.30 A.M.; Excursion on Sundays at 8.30 A.M.; from MACAO week days at about 2 P.M., Sundays at about 7.30 P.M.

FARE (week days) 1st Class (including cabin and servant) $3. Return Ticket $5. 2nd class $1.
3rd " 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket $2. Return Ticket $3. Return Ticket, including tiffin and dinner either on board or at Macao Hotel, $5. On Sundays, $5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong, September 7, 1903. 1856

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR, Captain A. STEWART, will be despatched for the above Ports on TUESDAY, the 3rd May, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., LD., *Agents.*

Hongkong, April 28, 1904. 809

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *MALTA*, Captain C. L. DANIEL, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 7th May, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, April 25, 1904. 776

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG.

	To Sail. 1904.
SHIMOSA	About May 10.
SATSUMA	About May 31.

For Freight and further information, Apply to

DODWELL & CO., LTD., *Agents.*

Hongkong, April 28, 1904. 110

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain HELMS, will be despatched for the above Ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, April 29, 1904. 720

STEAMSHIP SERVICE TO NEW YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports).

THE Steamship BREIZ HUEL will be despatched on or about THURSDAY, the 12th May, 1904.

For Freight and further information, Apply to

STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department.

Hongkong, April 27, 1904 800

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship RAS ISSA, will be despatched for the above Port on THURSDAY, the 26th May.

For Freight, apply to

SHEWAN, TOMES & CO., *General Agents.*

Hongkong, April 26, 1904. 785

Notice to Consignees.

FROM HAMBURG, BREMEN, PENANG AND SINGAPORE.

THE H. L. Steamship *Aragonia*, Capt. SCHULDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY.

Any cargo remaining on her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left Godowns, and all Goods remaining undelivered after the 5th of May, will be subject to rent.

All Broken, Old, and Damaged Goods are to be left in the Godowns, where they will be examined on the 5th of May, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, April 28, 1904. 816

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CARGO ex STEAMSHIP *HYADES*, FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA AND KOBE.

HAVING arrived per *Pingsuey*, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of the Goods from alongside.

Cargo imperfect the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., *Agents.*

Hongkong, April 29, 1904. 819

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship *BAYERN*, OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 11 a.m. to-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd May, at 3.30 a.m.

All Claims must reach us before the 8th of May, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., *Agents.*

Hongkong, April 27, 1904. 801

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *BENMOHR*, FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO. LIMITED, whence and/or from the wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 3rd May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., *Agents.*

Hongkong, April 27, 1904. 796

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

華日字報

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

$6 per Annum *delivered in Hongkong*
$1250 *to all Coast Ports.*

5 WELLINGTON STREET, HONGKONG.

Orders cooled by Manager, 'CHINA MAIL.'

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels during their stay in Hongkong Harbour:—

MACQUARIE, British Steamer, Captain St. John George—Gibb, Livingston & Co.

AGENTS FOR THE CHINA MAIL.

LONDON —F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; BATES, HEPWORTH & Co., 81, Cannon Street, E.C.; SAMUEL DEACON & Co., 150, 154, Leadenhall Street, E.C.; WILLING, 137, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street, E.C.; ROBERTS & Co., Snow Hill, Holborn Viaduct, E.C.; SELL'S ADVERTISING AGENCY, Ltd., 167, Fleet Street, E.C.

PARIS AND EUROPE—MAYENCE, FAVRE & Co., 18 Rue de la Grange Batelière.

NEW YORK:—THE CHINA EVANGELIST OFFICE, 52, West 22nd Street.

SAN FRANCISCO and American Ports generally:—BRAN & Co., San Francisco.

AUSTRALIA, TASMANIA AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., Colombo.

BATAVIA:—H. M. VAN DORP & Co.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

PHILIPPINE ISLANDS—E. S. WATSON & Co., Manila.

CHINA:—Amoy, N. MACLEAN & Co., LIMITED. Foochow, BRETT & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co. and KELLY & WALSH.

Intimations.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG CANTON WEEKLY SERVICE.

THE Commodious Steamer PAUL BEAU, Captain FRANGEUL, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. CHARLES EDOUIN, Captain NOEL, leaves Hongkong MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent accommodate Steamers are lighted with electricity.

The Saloon is under European supervision.

First-class European	$3.00
Second-class European	1.00
First-class Chinese	.50
Second-class Chinese	.80
Deck	.30

The Company's Wharf is at the head of QUEEN STREET, Praya West.

For further Particulars, apply to

J. LANDT,
Agent.

The Pharmacy, Queen's Road Central.

Hongkong, March 22, 1904. 710

THE REVENUE OF CHINA

A SERIES OF ARTICLES,
Reprinted from "The China Mail"
WITH AN APPENDIX

To be had at the OFFICE OF THIS PAPER, Messrs. KELLY & WALSH, LTD., And Messrs. W. BREWER & Co.

Price, 50 Cents.

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China Mail Office

5, WYNDHAM STREET,

HONGKONG.

Insurances.

FIREMAN'S FUND INSURANCE CO.
OF
SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD.....$5,858,820.37
NET SURPLUS, GOLD.....$2,156,118.80
INCOME, GOLD $3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904. 562

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902, £16,378,771.

Authorised Capital £3,000,000
Subscribed Capital £2,750,000
Paid-up Capital £687,500 0 0
Fire Funds £2,867,215 14 10

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 20, 1903. 1537

Intimations.

嘉和廠
KWONG WO,
COAL MERCHANTS,
No. 17, CHIU LOONG STREET
(NEAR MESSRS. LANE, CRAWFORD & Co.)
HONGKONG,
CHINA.

Hongkong, August 14, 1903. 1254

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS,
REPAIRS PROMPTLY ATTENDED TO

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, March 14, 1903. 563

MARTIN'S
APIOL & STEEL PILLS
For Ladies.

A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first signs of any irregularity of the system a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists, 2/- a Phial, or post free 30/- MARTIN, SOUTHAMPTON, ENGLAND.

K27

ADVERTISEMENTS.

THE Attention of Advertisers is drawn to the Latest Hours for receiving Advertisements and Corrections to Advertisements:—

Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID

CHINA MAIL Office, Dec. 1900.

THE
Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.)

SUBSCRIPTION, DAILY (postage extra). Ticals 50 a year
WEEKLY, including postage, £2 p.a.

ADVERTISING RATES. Per inch (8 lines), Ticals 2, one insertion; Ticals 4 cents 50, three times; Ticals 6 cents 75 a week; Ticals 14 cents 47, a first month; subsequent months, Ticals 7 cents 23.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."

Orders booked by MANAGER, *China Mail.*

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind and surpasses everything hitherto employed.

THERAPION No. 1
in a remarkably short time, often a few days only, removes all discharges from the urinary organs, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2
for impurity of the blood, scurvy, pimples, spots, blotches, pains and swelling of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3
for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION is sold by all the principal Chemists and Merchants throughout the World. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited Hongkong, China and Manila.

Banks.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE ON THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL, ... Tls. 5,000,000
PAID-UP CAPITAL, ... „ 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENTSIN.
PEKING.

THE BANK PURCHASES and receives for Collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

Interest allowed on Current Accounts at the Rate 2% per Annum on the Daily Balances.

On Fixed Deposits for 3 Months ... 3%
„ „ 6 „ ... 4%
„ „ 12 „ ... 5%

E. W. RUTTER,
Manager.

Hongkong, August 13, 1903. 1970

THE
YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ... ... „ 18,000,000
CAPITAL UNCALLED ... „ 6,000,000
RESERVE FUND ... ... „ 9,320,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKIO. KOBE. NAGASAKI.
LONDON. LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU. BOMBAY.
SHANGHAI TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union of London and Smiths Bank, Limited.

HONGKONG BRANCH—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum.
On fixed deposits for 3 months, 3% per annum.

TARO HODSUMI,
Manager.

Hongkong, March 11, 1904. 589

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000
SUBSCRIBED £1,125,000
PAID UP.....£ 562,500
RESERVE FUND.....£ 80,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
„ 6 „ .....3½ %
„ 3 „ .....2½ %

EVAN ORMISTON,
Manager.

Hongkong, March 30, 1904. 234

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
Sterling Reserve, $10,000,000
Silver Reserve ... 6,500,000 $16,500,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS:—
A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. Dickson. | N. A. Siebs, Esq.
E. Goetz, Esq. | H. W. Slade, Esq.
A. Haupt, Esq. | C. A. Tomes, Esq.
H. Schubart, Esq. | E. S. Wheeller, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „

J. R. M. SMITH,
Chief Manager.

Hongkong, February 24, 1904. 66

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, May 1, 1900. 1517

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
PAID UP CAPITAL, ...£ 324,374.

HEAD OFFICE—HONGKONG.

Board of Directors.

CHAN KIT SHAN, Esq. | J. FOCKE, Esq.
GRESHY EWENS, Esq. | G. C. MOXON, Esq.

Chief Manager
GEO. W. F. PLAYFAIR.

Interest for 12 months fixed 5%

Hongkong, February 5, 1904. 117

Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £725,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 4 %
„ „ „ 6 „ 3½ %
„ „ „ 3 „ 2½ %

T. P. COCHRANE,
Manager.

Hongkong, May 19, 1903. 46

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, S'hai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES.

BERLIN. CALCUTTA.
HANKOW. TIENTSIN.
TSINGTAU (KIAUTSCHOU).

LONDON BANKERS:
Messrs N. M. ROTHSCHILD & SONS.
The Union of London and Smiths Bank, Limited.

Deutsche Bank (Berlin), London Agency Direction der Disconto Gesellschaft.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, April 12, 1904. 296

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CAPITAL SUBSCRIBED.....YEN 5,000,000.
CAPITAL PAID-UP .....YEN 2,500,000.

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy. Kobe. Tainan.
Anping. Nagasaki. Tamsui.
Foochow. Osaka. Tokio.
Keelung. Shanghai. Yokohama.

HONGKONG OFFICE:
4, QUEEN'S ROAD.

Interest allowed on Current Account. Deposits received on terms which may be learnt on application.

S. SHIGENAGA,
Manager.

Hongkong, February 2, 1904. 216

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:—
GOLD $7,992,173.37.....about £1,640,000.

CAPITAL AND SURPLUS AUTHORISED,
GOLD $10,000,000=£2,055,000.

HEAD OFFICE—1, WALL STREET, NEW YORK.
LONDON OFFICE—THREADNEEDLE HOUSE, E.C.

BRANCHES AT
San Francisco, Washington, Mexico, Manila, Shanghai, Singapore, Yokohama, Bombay, Calcutta and Agents all over the World.

LONDON AND CONTINENTAL BANKERS:
National Provincial Bank of England, Ltd.
Union of London and Smith's Bank, Ltd.
Crédit Lyonnais, Dresdner Bank,
Comptoir National d'Escompte de Paris, &c.

THE Corporation Transacts every description of Banking and Exchange business, receives money in Current Account and issued Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.

CHARLES R. SCOTT,
Manager

Hongkong, December 12, 1903. 161

FOR making the finest bread, cake, scones, puddings, etc. Renders the food superlatively light, delicious and wholesome.

Greatest in leavening strength and the only baking powder unaffected by climatic changes. Keeps fresh and of full strength until used.

Carefully observe the maker's name on the label to prevent the substitution of spurious goods.

ROYAL BAKING POWDER CO.
NEW YORK, U. S. A.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, April 28, 1904.
At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

		lb	
Beef sirloin & prime cut—Mei Lung Pa	lb	18	美龍扒
„ Corned—Ham Ngau Yuk	„	18	鹹牛肉
„ Roast,—Shiu „ „	„	18	燒牛肉
„ Breast,—Nagu Lam „	„	14	牛腩
„ Soup,—Tong Yuk	„	14	湯肉
„ Steak,—Ngan Yuk Pa	„	18	牛肉扒
„ „ —Cutom Ngau Lau Sirloin	„	26	牛柳
„ Sausages,—Ngau Chaung	„	16	牛腸
Bullock's Brains,—„ Siow	per set	8	牛腦
„ Tongue fresh,—Ngau Li	each	45	牛厠
„ „ corned—Ham Ngau Li	„	55	鹹牛厠
„ Head,—Ngau Tau	„	55	牛頭
„ Heart,—Ngau Sum	lb.	9	牛心
„ Hump, Salt—Ngau Kin	„	14	牛肩
„ Feet,—Ngau Kerk	each	8	牛脚
„ Kidneys,—Ngau Yiu	„	8	牛腰
„ Tail—Ngau Mei	„	16	牛尾
„ Liver,—Ngau Con	lb.	9	牛肝
„ Tripe (undressed)—Ngau To	„	5	牛肚
Calves' Head and Foot—Ngau-chai-tau-kak	set	75	牛仔頭脚
Mutton Chop,—Yeung Pai Kwat	lb.	24	羊牌骨
„ Leg,—Young Pei	„	24	羊肚
„ Shoulder,—Young Shau	„	22	羊手
Pigs' Chitlings—Chi chong	„	7	猪腸
„ Brains—Chi Know	per set	2	猪腦
„ Feet,—Chi Kerk	„	12	猪脚
„ Fry,—Chi Chak	„	12	猪雜
„ Head,—Chi Tau	„	13	猪頭
„ Heart,—Chi Sum	each	9	猪心
„ Kidneys,—Chi Yiu	„	6	猪腰
„ Liver,—Chi Con	lb.	24	猪肝
Pork Chop,—Chi Pai Kwat	„	18	猪牌骨
„ Corned,—Ham Chu Yuk	„	18	鹹猪肉
„ Leg,—Chu Pei	„	22	猪比
„ Fat or Lard,—Chu Yau	„	18	猪油
Sheeps' Head and Feet,—Yeung Tau Kerk	set	50	羊頭脚
„ Heart,—Yeung Sum	each	6	羊心
„ Kidneys,—Yeung Yiu	„	9	羊腰
„ Liver,—Yeung Con	lb.	22	羊肝
Sucking Pigs, To Order—Chu Chai	„	16	猪仔
Suet, Beef,—Sang Ngau Yau	„	17	生牛油
„ Mutton,—Sang Yeung Yau	„	22	生羊油
Veal,—Ngau Chai Yuk	„	18	牛仔肉
„ Sausages,—Ngau Chai Yuk Tong	„	15	牛仔肉腸

Poultry. 生口

		lb	
Chicken,—Kai Chai		30	雞仔
Capons, Large, Small,—Sin Kai		30	鐵雞
Ducks,—Ap		23	鴨
Doves,—Pau Kau	each	—	斑鳩
Eggs, Hen—Kai Tan	per dozen	24	雞蛋
Fowls, Canton,—Kai		34	雞
„ Hainan,—Hoi Nam Kai		30	海南雞
Geese,—Ngoi		22	鵝
Geese, Wild S'hai,—S'hai Yer Ngoi	pair	—	上海野鵝
Musk Deer,—Wong Keng	each	—	黃麂
Hare, Shanghai,—Tu Chai		—	兎仔
Partridge,—Che Khoo		—	鷓鴣
Pheasant,—Shan Kai	pair	—	山雞
Pigeons, Canton,—Pak Kup	each	26	白鴿
„ Hoihow,—Hoi How Pak Kup		25	海口白鴿
Quail,—Um-Chun	each	23	鶉鶉
Rice Birds,—Wo Fa Cheuk	dozen	—	禾花雀
Snipe,—Sa Choy		25	沙錐
Turkeys, Cock—Phor Kai Kung		65	火鷄公
„ Hen, „ „ Na		51	火鷄婆
Wild Ducks, S'hai,—Shanghai Sui-ap	pair	—	上海水鴨
Teal,—Sui Ap Chai,		—	水鴨仔
Wild Ducks, Canton—Sang Shing Sui Ap,		—	省城水鴨

Fish. 海鮮

	lb	
Barbel,—Ka Yu	14	加魚
Bream,—Bin Yu	13	鯿魚
Canton Fresh Water Fish,—Ho' Sin Yu	13	海鮮魚
Carp,—Li Yu	18	鯉魚
Catfish,—Chik Yu	11	赤魚
Codfish,—Mun Yu	16	鱈魚
Crabs,—Hai	16	蟹
Cuttle Fish,—Muk yu	18	墨魚
Dab,—Sa Mang Yu	16	沙盲魚
Dace,—Wong Mei Lun	12	黃尾鱲
Dog Fish—Tit Tu Sa	12	跌倒沙
Eels, Congor,—Hai Mann	22	海鰻
„ Fresh water,—Tam Siu Ya	16	淡水鰻
Eels, Yellow,—Wong Sin	32	黃鱔
Frogs,—Tien Kai	35	田鷄
Garoupa,—Sek Pan	62	石班
Gudgeon,—Pak Kup Yu	10	白鈴魚
Herrings,—Tso Pak	20	曹白
Halibut,—Cheung Kwan Yu	18	將軍甲魚
Labrus,—Wong Fa Yu	16	黃花魚
Loach,—Wu Yu	24	烏魚
Lobsters,—Long Ha	30	龍蝦
Mackerel,—Chi Yu	16	鰶魚
Monk Fish,—Mong Yu	24	老魚
Mullet,—Chai Yu	22	鯔魚
Oysters,—Sang Hoo	35	生蠔
Parrotfish,—Kai Kung Yu	14	鸚哥魚
Perch,—Tau Loc	15	鯛魚
Pike,—Fa Paw Poung	13	花鮑
Plaice,—Pau Yu	24	鮑魚
Pomfret, Black,—Hak Chong	22	黑鯧
Pomfret, White, Pak Chong	32	白鯧
Prawns,—Ming Ha	45	明蝦
Ray,—Pei Pa Ea	10	毘琶
Rock Fish,—Sek Kau Kung	20	石狗公
Roach,—Chun Yu	16	鱒魚
Salmon,—Ma Yau Yu	28	馬友
Shark,—Sa Yu	11	鯊魚
Skate,—Po Yu	10	鱟
Shrimps,—Ha	30	蝦
Snapper,—Lap Yu	23	立魚
Soles,—Tat Sa Yu	25	鰨沙魚
Tench,—Wan Yu	15	鯇魚
Turbot,—Cho How Yu	18	左口魚
Turtles, small, fresh water,—Kerk Yu	65	龜魚
White Bait,—Ngan Yu C	—	銀魚仔

Fruits. 菓子

Almonds,—Hung Yan	20	杏仁
Apples, (California)—Kam San Ping Kho	60	金山平果
„ (Chefoo)—Tin Chun Ping Khor	—	天津平果
„ Small,—Hoi Tong	—	海棠
„ Custard,—Fan Lai Chi	each—	番荔枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	3	省城香蕉
Bananas, (brides), Macao—San Heung Chiu	—	山香蕉
Chestnuts, Chinese,—Foong Lut	10	風栗
Carambola,—Yeung Tuo	—	楊桃
Cocoanuts,—Yeh Tsz	each 10	椰子
Lemons, China—Ning Moong	20	檸檬
„ America—Kum San Ning Moon	„ 5	金山檸檬
Lichees, Dried—Lai Chi Con	20	荔枝乾
„ Fresh— „	—	荔枝
Limes, (Saigon)—Sai Kung Ning Moong	20	西貢檸檬
Mango, Manila—Lui Sung Mong	each—	呂宋芒
Mango, Saigon—Sai Kung Moong	„ 8	西貢芒
Mandarin oranges, —San Chuk Tsz	dozen —	山竹子
Oranges, (Canton)—San Shing Tim Chang	10	省城甜橙
„ Small,—Tai Kut	10	大橘
Olives,—Pak Lam	„ 4	白榄
Pears, (American),—Kam San Shut Li	—	金山雪梨
„ (Canton), Cooking,—Sa Li	—	沙梨
„ (Shanghai),—Sheung Hai Li	15	上海梨
Peanuts,—Fa Sang	10	花生
Persimmons Large,—Hung Chie	—	紅柿
Pine-apples, 1st quality,—Sheung Poon Ti Paw Law	each 15	地菠蘿
„ 2nd cooking—Chung-tang-paw-law	„ —	中等
Plantains,—Tai Cheu	3	大蕉
Plums,—Swatow Hung Lai	—	紅梨
Pomelo, Siam,—Chim Lo Yau	12	暹邏柚
Walnuts,—Hop Tuo	15	合桃
„ Green,—Sang Hop Tuo	—	生合桃

Vegetables, &c. 菜蔬

	lb	
Artichokes, Shanghai—Sheung Hai Ah Chi Cheuk	5	丫治竹
Beans, (French), Macao,—Oh Moon Pin Ta	7	澳門扁豆
„ (French), Shanghai,—Sheung Hai Pin Tau	—	上海扁豆
„ Sprout,—Ah Choi	2	芽菜
„ Long,—Tau Kok	—	豆角
Beet Root,—Hung Choi Tau	each 2	紅菜頭
Brinjals, Green,—Ching Yuen Ker	—	青元茄
„ Red,—Hung Ker	4	紅茄
Brassica,—Pak Choi	3	白菜
Bamboo Shoots,—Cheuk Shun	9	竹笋
Cabbage, Chinese; com.—Kai Choy	4	芥菜
Cabbage Root,—Kai Lan Tau	each 2	芥藍頭
Cabbage, (Shanghai),—Yeh Choi	„ 9	椰菜
Cane Shoots, bunch,—Kau Shun	„ —	膠笋
Cauliflower, Large size,—Tai Yek Choi-fa	each —	大椰菜花
„ Medium size,—Cheung Yeh Choi-fa	„ —	中椰菜花
„ Small size,—Sai Yeh Choi Fa	„ —	細椰菜花
Carrots,—Kam Shun	5	金笋
Celery, Chinese,—Tong Kan Choi	4	唐芹菜
„ English,—Yeung „ „	8	洋芹菜
„ White,—Pak „ „ „	9	白洋芹菜
Chilies Dried,—Con Lat Chiu	30	乾辣椒
„ Red,—Hung Fa „	70	紅花椒
„ Green,—Ching Lat Chiu	60	青辣椒
Curry Stuff, English,—Ka Lee Choi Liu	—	加厘材料
Cucumbers,—Ching Kwa	—	青瓜
Bitter Squash,—Fu Kwa	1	苦瓜
Garlic,—Suen Tau	5	蒜頭
Ginger, young,—Sun Tsz Keung	—	新子薑
„ old,—Lo Keung	4	老薑
Horse Radish, S'hai—Lik Kau	18	力根
Indian Corn,—Suk Mai	3	粟米
Lettuce,—Yeung Sang Choi	each 1	洋生菜
Water Chesnuts,—Ma Tai	5	馬蹄
„ Mandarin,—Kwei Lum Ma Tai	„ 7	桂林馬蹄
Mushrooms, Fresh—Sang Cho Kho	—	生草菌
Onions, Bombay,—Yeung Ching au	8	洋葱
„ Green,—Sang Chung	3	生葱
„ Shanghai,—Sheung Hai Chung Tau	—	上海葱
„ Japan,—Yut Poon „ „	—	日本葱
Parsley,—Kun Cho	1	芹菜
Parenips	10	
Gradus Pea,—Ho Lan Tau	10	荷蘭豆
Green Peas,—Ching Tau	6	青豆
Potatoes, Sweet,—Fan Shu	2	番薯
„ Shanghai,—Sheung Hai Shu Teal	—	上海番薯仔
„ Japan,—Yut Poon Shu Teal	—	日本番薯仔
„ American,—Fa Ki „ „	6	花旗番薯仔
„ Foochow,—Fuk Chau Shu Teal	5	福州番薯仔
„ Macao,—Oh Moon „	5	澳門番薯仔
Pumpkin,—Toong Kwa	3	冬瓜
Radish,—Hung Lo Pak Teal	2	紅蘿蔔仔
Rhubarb (Fresh)—Tai Wong	15	大黃
Shalots,—Con Chung Tau	4	蔥頭
Spinage, (Chinese)—Paw Choi	3	菠菜
Spinach,—Yin Choi	3	菠菜
Tomatoes,—Fan Ker	4	蕃茄
Taros,—Wu Tau	2	芋頭
Turnips, Punti, (Long),—Low Pak	2	蘿蔔
„ English,—Jeung Low Pak	3	洋蘿蔔
Vegetable Marrow,—Chih Kwa	10	絲瓜
Water Cresses,—Sai Yeung Choi	4	西洋菜
„ Lily root,—Lin Ngau	5	蓮藕
Yams,—Ta Shu	4	大薯

H. A. JOHANSSEN,
Acting Inspector of Markets.

SHIPPING.

ARRIVALS.

April 30.

Chihli, British str., 1,142, G. Hooker, Tientsin April 22, and Chefoo 25, General.—BUTTERFIELD & SWIRE.

May 1.

Tean, British str., 1,348, W. Hunter, Singapore April 28, Coal.—BUTTERFIELD & SWIRE.

Haitan, British steamer, 1,182, J. S. Roach, Foochow, via Amoy and Swatow April 28, General.—DOUGLAS STEAMSHIP Co.

Deucalion, British steamer, 4,476, G. D. Keay, Glasgow, via Liverpool and Singapore April 25, General.—BUTTERFIELD & SWIRE.

Hinsang, British steamer, 1,576, W. E. Sawer, Sourabaya April 22, Sugar.—JARDINE, MATHESON & Co.

Fausang, British str., 1,410, T. A. Mitchell, Hongay April 29, Coal.—JARDINE, MATHESON & Co.

Carl Diederichsen, German steamer, 772, H. Schlakker, Haiphong April 26, Pakhoi and Hoihow 30, General.—JEBSEN & Co.

Annam, French steamer, 2,238, Girard, Yokohama and Shanghai April 29, Mails and General.—MESSAGERIES MARITIMES.

Telemachus, British steamer, 1,340, Jas. Williamson, Saigon April 26, Rice and Cotton.—CHINESE.

Nogre, Norwegian steamer, 1,925, Bol, Barry Dock March 11, and Singapore April 23, Coal.—ORDER.

Sungkiang, British steamer, 1,021, John Robinson, put back from passage, General.—BUTTERFIELD & SWIRE.

Taiwan, British str., from Canton.

Kashing, British str., from Canton.

May 2.

Chowsang, British str., from Canton.

Lord Roberts, British str., 2,694, Jas. Davis, Penarth March 11, Coal.—DODWELL & Co., LD.

Loongmoon, German steamer, 1,245, F. Kalkofen, Shanghai April 28, General.—SIEMSSEN & Co.

Zafiro, British str., 1,611, R. Rodger, Manila April 30, General.—SHEWAN TOMES & Co.

Bussard, German cruiser, 1,720, Heim, Swatow April 26.

DEPARTURES.

May 1.

Haitong, for Swatow.
Kwongsang, for Canton.
M. Stowe, for Swatow.
Oceano, for Nagasaki.
Glenfalloch, for Amoy.
Ichang, for Ningpo.
Oriel, for Diamond Islands.

May 2.

Chiyuen, for Shanghai.
Nogre, for Shanghai.
Tean, for Shanghai.
Autango, for Newcastle.
Vengeance, British battleship, for Mirs Bay.
General Bagdam, Chilian transport ship, for Manila.
Loongmoon, for Canton.

CLEARED.

Loongmoon, for Canton.
Sungkiang, for Manila.
Taiping, for Chinkiang.
Orange, for Saigon.
Kashing, for Shanghai.
Deucalion, for Shanghai.
Hanoi, for Haiphong.
Themis, for Kobe.
Pinsuey, for Singapore and London.
Arcadia, for Yokohama.
Taiwan, for Shanghai.

PASSENGERS.

ARRIVED.

Per *Chihli*, from Tientsin, &c., Mr Flack, Capt. Beamish, and 102 Indian troops.

Per *Tean*, from Singapore, Mrs Paxton and child, Mrs Williams and 4 children, and Mrs Hards.

Per *Haitan*, from Coast Ports, Dr Tracey, Messrs Von Stawed, McGovan, L. P. Yong, and 50 Chinese.

Per *Deucalion*, from Singapore, 527 Chinese and 29 Japanese.

Per *Zafiro*, from Manila, Mrs Carter Mrs M. Aguinar, Mrs J. Rogers, Miss Rogers, Mrs K. M. Cooney, Mrs S Slaffkin, Mr and Mrs E. A. McMelan, Mr E. F. Bell, Misses Laura Bell and Emily Bell, Judge J. T. McDonough, Lieut. A. B. Senles, Messrs C. A Villance, G. B. Schiller, R. Campbell, G A. O'Reilly, R. F. Hunne, V. H. Muller, Chas. Blake, G. F Mc. Cadam, R. Imbert, W. E. Brady, A. D. Brunner, J. C. Hartigan, J. Soler, Jose Gloria, Jas. Cartliego, W. T. Davidson, W. B. Dicks, J. N. Otai, L. Aguilar, John Karr, B. Ocampo and Magar Singh.

Per *Annam*, from Yokohama: for Hongkong, Mrs Anna and 2 Japanese, Mrs Lyson, Mrs Bradly, Rev. and Mrs Carl, Rev. G. H. Bondfield, Messrs Baghrager, Boling, McGregor, Chazalon, Le Comte, Schrob, W. McCallum, Arima, Genormont, Hoosen and child: for Marseilles, Mgr. Murgabure, Messrs Laurent, Corvisart, Wallack, Becker, Koudo, Ogiboy, Smith, Ishida and Le Bihan. From Kobe: for Marseilles, Messrs Leopold Louis and A. Bou bi. From Shanghai: for Saigon, Messrs Le Gallo and Giacomo; for Singapore, Mr Brownlow and 2 servants, Mrs Wagner, Mrs Magnelly, and Mrs Matsuhiyo; for Colombo, Mr Davidson; for Port Said, Mrs Donkelsky and 2 children, Mr Pallaviccino, Mr and Mrs de Keyserling and 2 children, Mr and Mrs Grimoff, Mrs Valgea, Mrs Plotinkowa, Mrs Rydakoff and 2 children, Messrs Pignatorre, Fraxinos, Rodini, Brulb, Volkoff, Perre and Prinzlaff; for Marseilles, Mr and Mrs Disewell, Mrs Handelmann and 3 children, Mr and Mrs Halbron, Mrs Chazalon and 3 children, Mrs Grosgean, Mrs Hunter, Mrs Weill, Mr and Mrs Rasmussen and child, Mrs and Miss Guignard, Minister Joostens, Lt. Joostens, Messrs Theiss, Michaelis, E. F. Brunetti, Valentin, Bougnot, Laver, Marmmen, Bougnet, Frankignouile, Dykmans, Taillan, Capeysonie, Poinson, Tenerorini, Ceseato, Crosbie, Watson, Corselier, Arlaud, Lessuor, Goldenberg, and Miss Ortige.

Per *Loongmoon*, from Shanghai, Mrs Hamilton, Mr W. D. Evans, and 70 Chinese.

DEPARTED.

Per *Rubi*, for Manila, Mr and Mrs M. A. Clark, Mrs Rafael Reyes, Mr and Mrs van Buskirk, Misses Lucia de Jose and Pannell, Rev. Raymond Velasques, Mr A. V. Suicheong, Master Hijo Vicente Suicheong, Jose Vicente Suicheong, Willie T. Tow, and Lewis Tow. Messrs R. H. Reed, D. E. Blossom, R. S. Menzies, Chas. Hoi, B. H. Macke, O. E. Owen, J. H. Hauck, G. Olegario, Frank Elmore Antonio Cuan, Manuel Tino Vy Chutco, S. Siangoo, Lewis Tomlin, A. B. Darnell, S. Peter, T. Mitchell, Claro Ruez, James Craig Tow, Y. Waoumi, L. C. Fritz, Char Joey Cuan, Fred. Smyth, C. O'Niel, Felix Reinbold, C. Long, S. Hiap, Harris Chewe, C. Cauri, C. T. Covitt, Charlie Lince, D. C. Cavello, S. Tiamico, Fred. Orang, and Y. O. Conchegul.

STEARNS' HEADACHE CURE. Cures "Must be Stearns" and you get the genuine.

POST OFFICE NOTICES.

Mails will close:—

For HAIPHONG.—
Per *Hanoi*, at 9 a.m., on Tuesday, the 3rd May.

For BANGKOK.—
Per *Machew*, at 10 a.m., on Tuesday, the 3rd May.

For SINGAPORE, PENANG & CALCUTTA.—
Per *Catherine Apcar*, at 2 p.m., on Tuesday, the 3rd May.

For SWATOW & BANGKOK.—
Per *Chowfa*, at 3 p.m., on Tuesday, the 3rd May.

For MANILA.—
Per *Loongsang*, at 3 p.m., on Tuesday, the 3rd May.
Per *Sungkiang*, at 3 p.m., on Tuesday, the 3rd May.

For SHANGHAI.—
Per *Deucalion*, at 4 p.m., on Tuesday, the 3rd May.

For HOIHOW & HAIPHONG.—
Per *Carl Diederichsen*, at 5 p.m., on Tuesday, the 3rd May.

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *Annam* will be despatched on TUESDAY, the 3rd May, with Mails to the United Kingdom, the Continent of Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.
Printed Matter and Samples at 10 a.m.
Registration at 10 a.m.
Registration, with late fee of 10 cents, up to 10.45 a.m.
Letters at 11 a.m.
Late Letters 11.00 to 11.30 a.m. Extra Postage 10 cents.
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)

WEATHER REPORT.

The following notice is issued by the Hongkong Observatory:—

On the 2nd at 11 a.m. The barometer rises in the Yangtse valley and in NE. Japan, and falls over the Pacific to the Eastward of the Loochoos. Elsewhere changes are trivial.

The greatest pressure is in the Yangtse Valley and the least over the Pacific.

Gradients are moderate upon the China Coast, and moderate NE winds will be met with in the Formosa Channel, and moderate E. winds in the Northern part of the China Sea.

Forecast:—Moderate E. winds; fine.

VISITORS AT HOTELS

HONGKONG HOTEL.

Mr Anderson, Mr R. J. Macgowan, Mr H. W. Andrews, Mr C. Gordon Mackie, Capt. E. C. Bennett, Dr O. Marriott, Mr R. B. Beattie, Mr T. P. McAran, Mr Li Nug Bing, Mr T. D. McKay, Mr R. J. Bisbeck, Mr & Mrs E. Meikle, Mr & Mrs R. Goggan, Mr H. Merecki, Mr E. A. Bonner, Mr E. T. Miles, Mrs R. W. Borthwick, Mr P. I. Miller, Mr W. R. Royce, Mr J. H. Moore, Mrs C. Bradley, Mr A. G. Newington, Mr W. G. Clark, Mr C. J. North, Mr Geo. J. Clark, Mrs G. Osborn, Mr F. T. Colson, Mr Marquis J. Palavicino, Mrs J. T. Davies, Mr and Mrs J. A Pattie, Mr F. B. Deacon, Mr G. Dean, Mr J. H. Derbyshire, Lt. and Mrs G. Pike R.N., Mr and Mrs Douglas, Mr A. G. Potter, Mr J. C. Downing, Mr R. T. D. Sayle, Mrs C. G. Edwards, Mr R. Schurt, Mr and Mrs A. Ellis, Mr G. Salis Schwabe, Mr A. Emerson, Mr & Mrs Gray Scott, Mr J. H. Foster, Mr F. E. Shaw, Mr H. G. Fisher, Mr and Mrs Simmons, Mr C. Glover, Capt. & Mrs Simpson, Mr A. W. Grant, Mr C. Skött, Mr Gras, Mr Geo. Somerville, Capt. T. Hall, Mrs A. Somerville, Mr J. H. Hamblin, Mr H. H. Stanley, Mr B. F. Hamersley, Mrs Leslie C. Stuart, Mr H. B. Hanford, Mr C. B. Thomas, Mr J. G. Hayton, Mr W. D. Trimmel, Mr R. G. Heckford, Mr Valentjne, Mr & Mrs J. Hoppe, Mr & Mrs J. Vernon Hubbard, Mrs A. M. Whitton, Rev. J. Ieely, Mr J. B. Windsor, Mr and Mrs Joseph, Mr O Winter, Mr S. Mr Philipp Wolff, Mr E. A. Katsch, Mr and Mrs C. E. Woolmer, Mr C. Laurenz, Mr & Mrs C. Gordon Wright, Mr E. A. Leggatt, Mr A. R. Lewis, Mr T. H. B. Long.

CONNAUGHT HOUSE.

Mr Amdols, Mr J. E. Joseph, Mr J. F. Bell, Mr Levy, Mrs J Bell, Mr H. G. McKilligin, Mr E. W. Buchanan, Mr R. Menashib, Mr & Mrs D. Christie, Mr G. A. Moir, Mr Clive, Mr R. H. Newborn, Mr J. Cronin, Mr L. O. Rees, Mr F. O. Davies, Mr A. G. Roberts, Mr T. Deano, Mr W. R. Robertson, Mrs B. Dufour, Mr N. H. Rutherford, Mme. M. Dulot, Mr R. Siebenshein, Mr and Mrs H. Eyre, Mr T. C. Swaby, Mr M. Grice, Mr N. S. P. Trimingham, Mr J. D. Harris, Mr R. G. Heckford, Mr A T. Walker, Mr E. B. Helme, Mr W. H. Williams, Mr E. Howard.

PELHAM HOUSE.

Mr Alex. G. Clark, Mr R. McLeod, Mr Ed. O. Conchegul, Mr V. H. Meyers, Mr Henry Dangu, Mr Thomas Moss, Mr R. H. Wardel, Mr George Pinkham, Mr Duarte, Mr F. G. Reek, Mr E. J. Gibbons, Captain and Mrs Ribot, Mr Alfred S. Goody, Mr Andrew Hamilton, Mr W. H. Simpson, Mr Herbert Strike, Mr J. F. Hanck, Mr G. E. Thomas, Mr James P. Hedger, Mr C. Thomson, Miss Hewett, Mr E. Julian White, Mr H. Jewitt, Mr C. Montford Williams, Mr J. E. Joseph, Mr J. E. Kyzer.

Temperature.

HONGKONG, May 2, 1904.			
BAROMETER—	9 A.M.	...	29.96
Do.	1 P.M.	...	29.91
Do.	4 P.M.	...	29.86
THERMOMETER—	9 A.M.	...	79
Do.	1 P.M.	...	83
Do.	4 P.M.	...	82
Do.	(Wet bulb) 9 A.M.		74
Do.	Do. 1 P.M.		76
Do.	Do. 4 P.M.		76
Do. Maximum		...	83
Do. Minimum over nigh			77

SHIPPING REPORTS.

The British steamer *Haitan* reports: From Coast Ports April 28th, light variable winds, with fine weather throughout.

The British steamer *Hinsang* reports: Left Sourabaya April 22nd, moderate S.W'ly winds and smooth sea to lat. 8° N.; thence to port, light to moderate N.E. breeze and moderate N.E. swell.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jaffoo's Wharf.

Vessels' Names.	Anchorage.	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Algoa	3 c	Lockett	British str.	5000	April 23	P. M. S. S Co.		
Amara	....	Mattock	British str.	1566	April 19	Jardine, Matheson & Co.		K'loon Dock
Angus	3 c	Dakers	British str.	2320	April 29	Jardine, Matheson & Co.		
Annam	4 c	Girard	French str.	2238	May 1	Messageries Maritimes	Europe, &c.	May 3.
Apenrade	....	Eldrup	Ger. str.	611	April 20	Jebsen & Co.		K'loon Dock
Aragonia	k w	Schuldt	Ger. str.	3351	April 28	Hamburg-Amerika Linie	Yokohama & Kobe	May 3.
Ardanbearg	8 c	Kinley	British str.	2 90	April 30	Bradley & Co.		
Borneo	k w	Muhle	Ger. str.	1346	April 25	Melchers & Co.		
Carl Diederichsen	3 c	Schlakker	Ger. str.	774	May 1	Jebsen & Co.	Sandakan	May 5.
Catherine Apcar	3 c	Stewart	British str.	173	April 26	David Sassoon & Co., Ld.	Hoihow & Haiphong	May 4.
Chow Fa	3 c	Kohler	Ger. str.	1055	April 2	Butterfield & Swire	S'pore & Calcutta	May 3.
Choysang	3 c	Roope	British str.	1242	May 2	Jardine, Matheson & Co.	Swatow & Bangkok	May 3.
Crown of Arragon	3 c	Dorward	British str.	1474	April 25	Gilman & Co.		
Daphne	3 c	Bjones	Norw. str.	2209	April 28	Order		
Deucalion	5 c	Keay	British str.	4476	May 1	Butterfield & Swire		
Fausang	9 c	Mitchell	British str.	1410	May 1	Jardine, Matheson & Co.		
Gaea	3 c	Dahl	Norw. str.	625	April 27	Chinese		
Haitan	5 h	Roach	British str.	1183	May 1	Douglas Steamship Co.	Swatow & Foochow	May 4.
Hanoi	2 c	Merlees	French str.	739	April 30	A. R. Marty	Haiphong	May 3.
Hinsang	9 c	Sawer	British str.	1537	May 1	Jardine, Matheson & Co.		
Hoihao	..	Caste	French str	509	April 28	A. R. Marty		K'loon Dock
Hoi Tem	3 c	Hansen	Ger. str.	985	April 29	Jebsen & Co.		
Hunan	3 c	Frazier	British str.	1142	April 28	Butterfield & Swire		
Isla de Negros	9 k	Lartitigen	Amer. str.	200	April 7	Barretto & Co.		
Kaifong	3 c	Lanmeather	British str	1024	April 30	Butterfield & Swire	Manila	May 4.
Karin	3 c	Petterson	Swed. str.	697	April 30	Sander, Wieler & Co.		
Kashing	3 c	Brown	British str	1143	May 1	Butterfield & Swire		
Kasanga	8 c	McBride	British str.	2159	April 24	Bradley & Co.		
Kiukiang	3 c	Bright	British str.	1240	April 28	Butterfield & Swire		
Kwongsang	3 c	Lake	British str.	1427	April 30	Jardine, Matheson & Co.		
Loongmoon	2 h	Kalkofen	Ger. str.	1245	May 2	Siemssen & Co.		
Loongsang	5 c	Weigall	British str	1092	April 29	Jardine, Matheson & Co.	Manila	May 3.
Lord Roberts	3 c	Davis	British str.	2694	May 4	Dodwell & Co., Limited.		
Machew	3 c	Hayes	Ger. str.	996	April 26	Butterfield & Swire	Bangkok	May 3.
Macquarie	8 c	St John George	British str	2178	April 29	Gibb, Livingston & Co.		
Madeleine Rickmers	3 c	Sanders	Ger. str	1020	April 26	Butterfield & Swire		
Meridian	3 c	Tinmouth	British str.	1306	April 15	Order		
Mathilde	3 c	Eldrup	Ger. str.	678	April 22	Jebsen & Co.		
Norman Isles	8 c	Horgen	British str.	2180	April 17	Bradley & Co.		
Orange	3 c	Dannevig	Norw. str.	1001	April 26	Order	Saigon	May 3.
Pingsuey	5 c	Warrall	British str.	6457	April 27	Butterfield & Swire		
Pitsanulok	3 c	Fuchs	Ger. str.	1267	April 29	Butterfield & Swire		
Roseley	8 c	Robertson	British str.	2032	April 28	Bradley & Co.		
Sandyford	8 c	Stephens	British str.	2053	April 18	Bradley & Co.		
Signal	3 c	Bendixsen	Ger. str.	907	April 30	Jebsen & Co.		
Standard	3 c	Hansen	Norw. str.	998	April 22	Order		
Suevia	3 c	Dohren	Ger. str.	415	April 23	Hamburg-Amerika Linie		
Sunkiang	4 c	Robinson	British str.	1021	May 1	Butterfield & Swire	Manila	May 3.
Taiwan	3 c	Harder	British str.	1169	May 1	Butterfield & Swire	Shanghai	May 3.
Tan sui	3 c	Edy	British str.	919	April 25	Butterfield & Swire		
Tartar	4 c	Robinson	British str.	2768	April 29	C. P. R. Co.	Vancouver (B.C.)	May 21.
Tean	3 c	Hunter	British str.	1348	May 1	Butterfield & Swire		
Telemachus	3 c	Williamson	British str.	1379	May 1	Chinese		
Themis	8 c	Thomassen	Norw. str.	1299	April 29	Yee Woo & Co.		
Tingsang	4 c	Wheeler	British str.	1045	April 27	Jardine, Matheson & Co.		
Tjilatjap	4 c	Koops	Dutch str.	2175	April 27	Holland-China Trading Co.		
Triton	3 c	Kraft	Ger. str.	1088	April 3	Osaka Shosen Kaisha	Swatow & Anping	May 4.
Tweddale	..	Milne	British str.	.....	April 16	Gibb, Livingston & Co.		
Wosang	3 c	Malkin	British str	1227	April 29	Jardine, Matheson & Co	Swatow & Tientsin	May 4.
Wuhu	3 c	Richards	British str.	1227	April 29	Butterfield & Swire		
Sailing Vessels								
Algoa Bay	1 c	Little	Brit. bge.	1111	Mar. 4	Butterfield & Swire		
Convent	2 c	Schialfino	Brit. bge.	516	June 13	Order		
J. B. Leeds	2 c	Garry	Amer. sch.	209	April 29	Gilman & Co.		
Lothair	2 c		Ital. bge.	794	Jan. 12	Carlowitz & Co.		
Maria	8 c	Urso	Italian bge.	1118	April 9	Order		

STEAMERS PASSED SUEZ CANAL.

[SUPPLIED THROUGH REUTER.]

Theodewille, April 5; *Titania*, *Verona*, *Ulysses*, *Algonia*, *Roon*, *Plantmars*, 8; *Sunda*, *Schaghkill*, 12; *Colchis*, *Teenkai*, *Borneo*, *Courtfield*, *Indromayo*, *Silverlip*, 15; *Vindobona*, *Rhine*, *Heimdel Silhonia*, 19; *Ajax*, *Glaucus Australien*, *Preussen*, *Nurnberg*, *Unison*, 22; *Bambera*, *Konigsberg*, *Border Knight*, 26, *Cordia*, *Armand Behic*, *Java*, *Rhipeus*, April 29.

ARRIVALS AT HOME.

April 2, *Sagami*, *Glaucus*.

Mails.

The M. M. Co.'s steamer *Ernest Simons* with the FRENCH MAIL of the 1st April, left Saigon on Saturday, the 30th April, at 2 a.m., and may be expected here on or about Tuesday, the 3rd May. This Packet brings replies to letters despatched from Hongkong on 29th February.

The O. & O. Co.'s s.s. *Coptic* with the AMERICAN MAIL, left Yokohama, on Friday, the 22nd April, via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 2nd May.

The P. M. S. S. *Korea*, with mails &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 15th April.

The Imp. German Mail s.s. *Oldenburg*, left Colombo on Thursday morning, the 28th April, and may be expected here on or about Monday, the 9th May.

The C. P. R. Co.'s s.s. *Empress of India* left Yokohama on Friday afternoon, the 29th April, for Victoria and Vancouver.

The silk ex C. P. R. Co.'s s.s. *Empress of China* which left Hongkong on the 30th March, and Yokohama on the 8th April, arrived in New York on the 28th April; thus making a transit of 29 days from Hongkong and 20 days from Yokohama.

Steamers Expected.

The P. & O. Co.'s s.s. *Pera* left Singapore for this port on the 28th April, at 11 a.m.

The O. S. S. Co.'s s.s. *Ningchow* will leave Victoria, B.C., for Japan and Hongkong on 15th May.

The N. G. I. s.s. *Ischia* left Singapore for this port on the 28th April, and may be expected here on or about the 4th May.

The s.s. *Satsuma* left Singapore for this port via Manila on the 2nd April.

The N. Y. K. s.s. *Kanagawa Maru* left Singapore for this port on the 27th April, at 6 a.m., and is expected to arrive here on the 3rd May, at 6 a.m.

The Indo-China S. N. Co. Ld.'s s.s. *Namsang*, from Calcutta and the Straits, left Singapore for this port on 27th April, at 6 p.m.

The P. & A. steamer *Indrapura* left Portland for Hongkong via Japan Ports on 9th April, and may be expected here on the 11th May.

The Indo China S. N. Co. Ld.'s s.s. *Sutsang* left Calcutta for this port via The Straits on 23rd April, and may be expected here on or about the 10th May.

The O. S. S. Co.'s s.s. *Agamemnon* left Victoria B.C., for Japan and Hongkong on 22nd April.

The Boston Steamship Co.'s s.s. *Shawmut* arrived at Yokohama on 22nd April.

The s.s. *Richmond Castle*, from New York, arrived at Manila on the 29th April—next port of call is Hongkong.

Latest Advices.

The P. & O. Co.'s s.s. *Simla*, with the ENGLISH MAIL of the 8th April left Singapore on Sunday, the 1st May, at 1 p.m., and may be expected here on or about Friday, the 6th May.

This Packet brings replies to letters despatched from Hongkong on the 8th March.

The Imp German Mail s.s. *Bayern* carrying the German Mails with dates from Berlin of the 12th April, left Colombo on Sunday morning, the 1st May, and may be expected here on or about Thursday, the 12th May.

The Boston s.s. *Tremont* arrived at Victoria, B.C., on 25th April.

The C. & M. Co.'s s.s. *Zafiro* left Manila on Saturday, the 30th April, at 10 a.m., and is due here on Monday, the 2nd May, at 1 p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 11.30 p.m., on Sunday, the 1st May, and left again at 10 a.m. on Monday for Hongkong, where she is due to arrive at noon on Wednesday, the 4th May.

The C. P. R. Co.'s s.s. *Athenian* arrived at Shanghai at 10.30 a.m. on Saturday, the 30th April, and left again at 6 p.m. on same day for Nagasaki, where she is due to arrive at 7 a.m. on Monday, the 2nd May.

The C. O. S. S. Co., Ld.'s s.s. *Lothian* arrived in Yokohama on the 2nd May, will sail on the 3rd, and should arrive in Hongkong on the 12th May.

The C. O. S. S. Co., Ld.'s s.s. *Atholl* arrived at Salina Cruz on the 28th April.

The C. C. S. S. Co., Ld.'s s.s. *Chingtoo* sailed from Astoria, for Japan Ports and Hongkong, on May 1st.

Exchange.

HONGKONG, May 2, 1904.

On London—	
Bank, Wire,	1/9½
,, On demand,	1/9⅝
,, 30 days' sight,	1/9⅝
,, 4 months' sight,	1/9½
Credits, 4 ,,	1/9⅝
Documentary, 4 months' sight,	1/9½
On Paris—	
On demand,	222½
Credits, 4 months sight,	226½
On Berlin—	
On Demand,	181½
On New York—	
On demand,	43½
Credits, 60 days' sight,	44
On Bombay—	
Wire,	132
On demand,	132½
On Calcutta—	
Wire,	132
On demand,	132½
On Singapore—	
On demand,	Nom.
On Manila—	
On demand,	Nom.
On Shanghai—	
On demand,	72⅞
30 days' sight, (private paper)	73½
On Yokohama—	
On demand,	87½
Gold Leaf, 100 fine, (per tael),	$58.50
Sovereigns (Bank's buying rate)	$11.15
Silver (per oz.)	25½

VESSELS AT THE DOCKS.—*At Kowloon*, H.I.G.M.S. Mowe, Adamaston, Apontrade, Honam, H.M.S. Moorhen, Holhow, H.M.S. Taku.

Cosmopolitan.—

Aberdeen.—

ZYMOLE TOOTH POWDER, a perfect antiseptic dentrifice, cleanses and preserves the teeth.

China Coast Meteorological Register.

1st May.—AT 4 P.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
W'lfoo'stock	2 p.	—	—	—	—	—	—
Nemuro	,,	29.69	—	—	N	3	—
Hakodate	,,	29.85	—	—	W	6	—
Tokio	,,	30.02	—	—	E	4	—
Kochi	,,	29.87	—	—	W	—	—
Nagasaki	,,	29.83	—	—	SW	10	—
Kagoshima	,,	29.91	—	—	SW	6	—
Oshima	,,	29.96	—	—	S	4	—
Naha	,,	29.97	—	—	S	4	—
Ishi'jima	,,	29.93	—	—	S	4	—
Taihoku	1 p.	29.90	—	—	W	4	—
Taichu	,,	29.90	—	—	W	2	—
Tainan	,,	29.89	—	—	W	6	—
Koshun	,,	29.90	—	—	S	6	—
Pescadores	,,	29.9.	—	—	W	4	—
Weihaiwei	3 p.	29.86	58	—	S	2	—
Gutzlaff	,,	29.91	59	94	N	2	ov
Sharp Pk.	,,	29.78	79	82	S	3	b
Amoy	2.30 p.	—	—	—	—	—	—
Swatow	3 p.	29.90	84	—	SSE	4	b
Canton	,,	29.87	87	69	S	1	b
Hongkong	4 p.	29.85	81	76	—	0	b
Vict. Peak	,,	—	—	—	NE	—	—
Gap Rock	,,	29.84	—	—	ESE	1	—
Macao	,,	29.83	84	—	ESE	1	c
Haiphong	,,	—	—	—	—	—	—
Manila	,,	29.76	91	61	SW	2	c
Bacolod	3 p.	—	—	—	NE	4	c
Iloilo	,,	29.77	89	—	—	0	c
Cebu	,,	29.61	86	—	S	2	b
O. S. James	4 p.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

2nd May.—AT 10 A.M.

Station.	Hours.	Barometer.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
W'lfoo'stock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	30.04	—	—	NW	6	—
Hakodate	,,	30.09	—	—	—	0	—
Tokio	,,	30.06	—	—	NW	4	—
Kochi	,,	29.72	—	—	W	10	—
Nagasaki	,,	29.75	—	—	W	8	—
Kagoshima	,,	29.83	—	—	W	4	—
Oshima	,,	29.95	—	—	S	4	—
Naha	,,	29.93	—	—	S	0	—
Ishi'jima	,,	29.93	—	—	SW	4	—
Taihoku	5 a.	29.92	—	—	SE	2	—
Taichu	,,	29.91	—	—	—	—	—
Tainan	,,	29.9.	—	—	W	2	—
Koshun	,,	29.92	—	—	—	0	—
Pescadores	,,	29.91	—	—	SW	2	—
Weihaiwei	9 a.	29.93	57	—	WNW	5	—
Gutzlaff	,,	30.12	62	72	NW	3	bv
Sharp Pk.	,,	30.01	69	87	NE	4	or
Amoy	6.30 a.	29.97	74	95	E	1	f
Swatow	9 a.	—	—	—	—	—	—
Canton	,,	—	—	—	—	—	—
Hongkong	10 a.	29.97	80	75	W	1	c
Vict. Peak	,,	—	—	—	NW	5	—
Gap Rock	,,	29.96	—	—	NNW	4	—
Macao	,,	29.95	80	—	N	1	c
Haiphong	,,	—	—	—	—	—	—
Manila	,,	29.88	84	71	W	1	c
Bacolod	9 a.	—	—	—	NE	3	b
Iloilo	,,	29.85	83	—	—	0	b
Cebu	,,	29.87	83	—	—	0	c
O. S. James	10 a.	—	—	—	—	—	—
Malate	—	—	—	—	—	—	—

J. I. PLUMMER, *Chief Assistant.*

Hongkong Observatory, May 2, 1904.

1. BAROMETER, reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, in ten points.
5. FORCE OF WIND according to Beaufort Scale.
6. WEATHER, 1 lightning, 2 distant thunder, 3 drizzling rain, 4 rain, 5 heavy rain, 6 squally, 7 squally with rain, 8 thunderstorm, 9 dew, 0 fog.
7. RAIN in inches, inside the Observatory.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Australian Ports, &c.	Empire (s)	Gibb, Livingston & Co.	May 11, at Noon.
Australian Ports, &c.	Tsinan (s)	Butterfield & Swire	May 9.
Bremen, &c.	Bayern (s)	Melchers & Co.	May 25.
Bremen, &c.	Sachsen (s)	Melchers & Co.	June 8.
Genoa, Marles L'pool	Achilles (s)	Butterfield & Swire	May 17.
Havre, Breman H'burg	Artemisia (s)	Hamburg-Am'kanie	May 12.
Havre and Hamburg	Marburg (s)	Hamburg-Am'kanie	May 17.
Havre and Hamburg	Strassburg (s)	Hamburg-Am'kanie	May 31.
Japan	Tjimahi (s)	China M'land T'Co	2nd half of April.
London & Antwerp	Antenor (s)	Butterfield & Swire	May 10.
London & Antwerp	Alcinous (s)	Butterfield & Swire	May 24.
London & Antwerp	Deucalion (s)	Butterfield & Swire	June 7.
L'don & A'erp. &c	Boulder (s)	Gibb, Livingston & Co	About May 7.
London, &c.	Malta (s)	P. & O. S. N. Co.	May 7, at Noon.
London, Antwerp, &c	Formosa (s)	P. & O. S. N. Co.	About May 11.
Marseilles via Saigon	Annam (s)	Messageries Maritimes	May 3, at 1 p.m.
Manila	Empire (s)	Gibb, Livingston & Co.	May 11, at Noon.
Manila	Shawmut (s)	Dodwell & Co., Limited	About May 7.
Manila	Zafiro (s)	Shewan, Tomes & Co.	May 7, at 10 a.m.
Manila	Rubi (s)	Shewan, Tomes & Co	May 14, at 10 a.m.
Manila	Kaifong